

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., APRIL 10, 1899.

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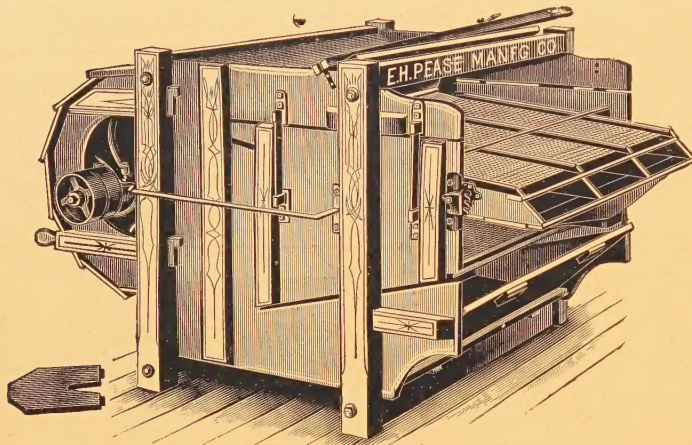
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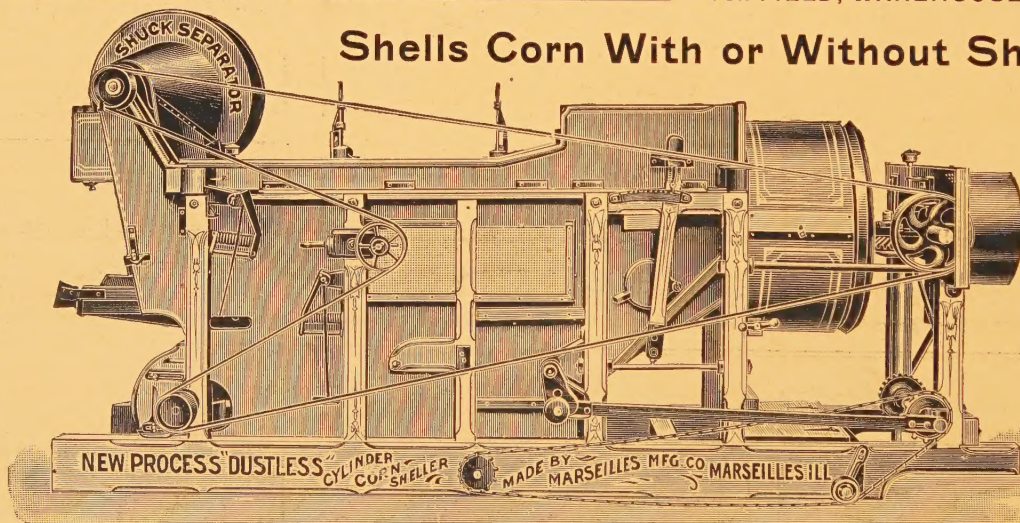
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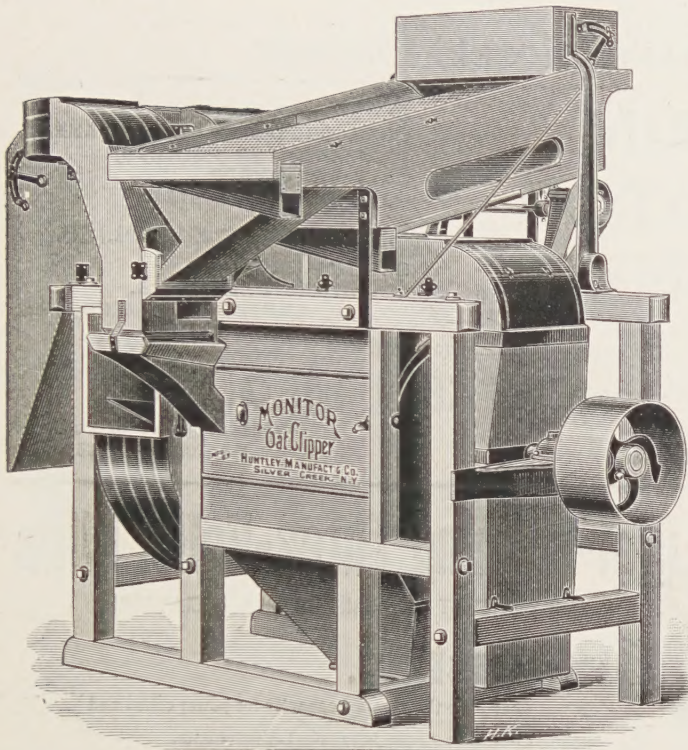
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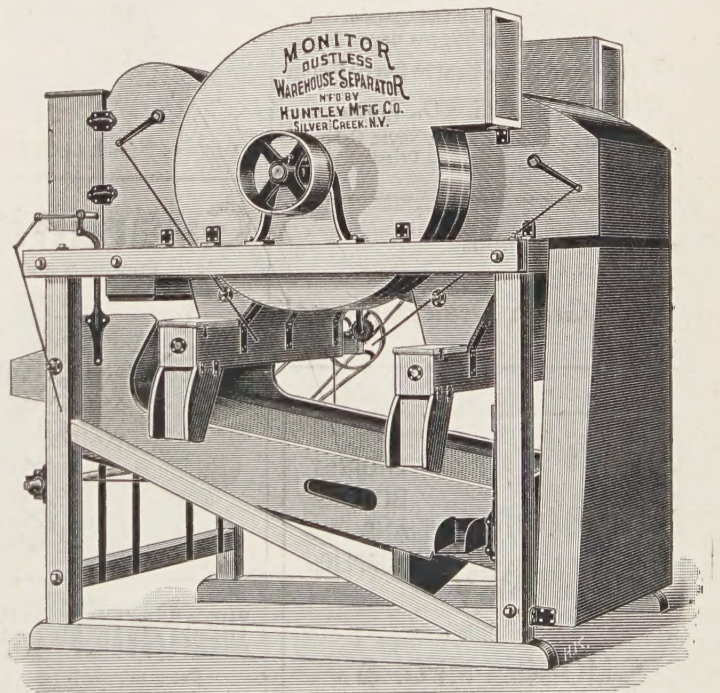
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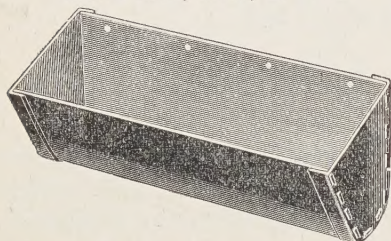
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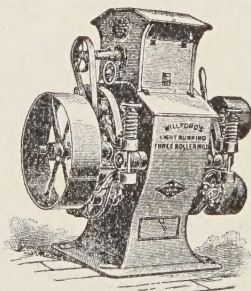
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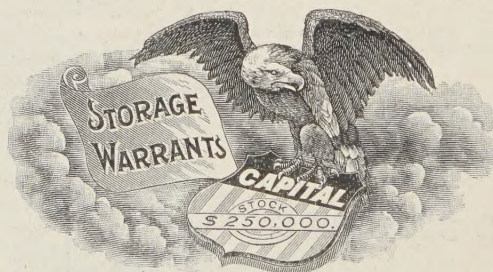
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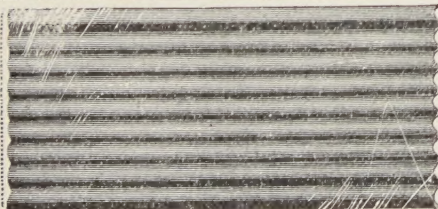
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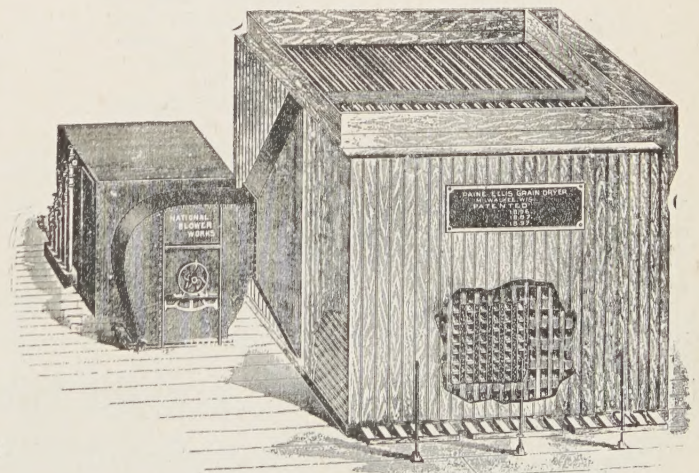
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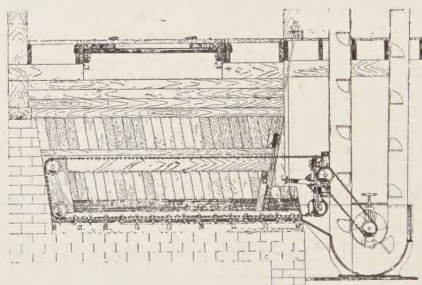
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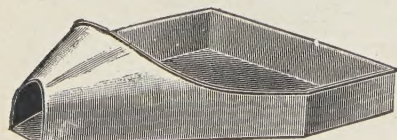
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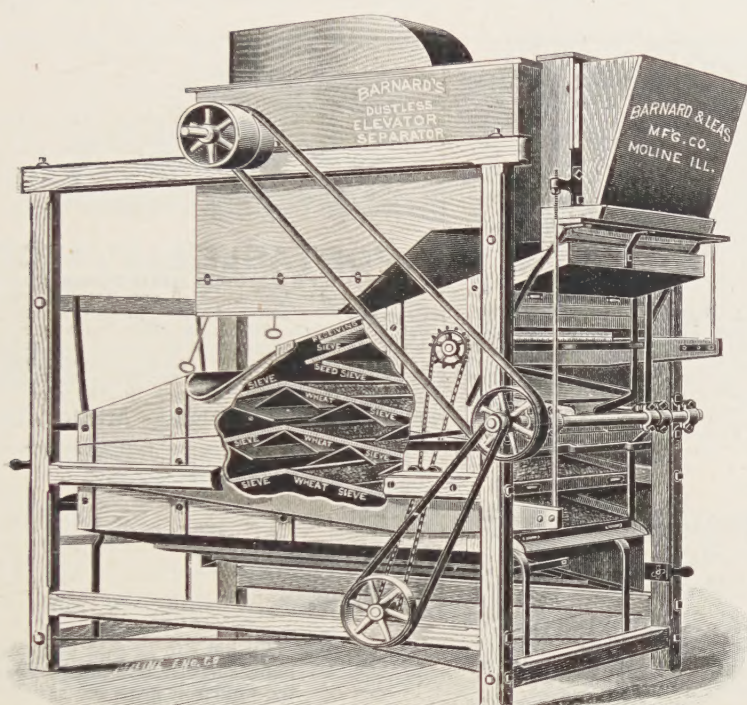
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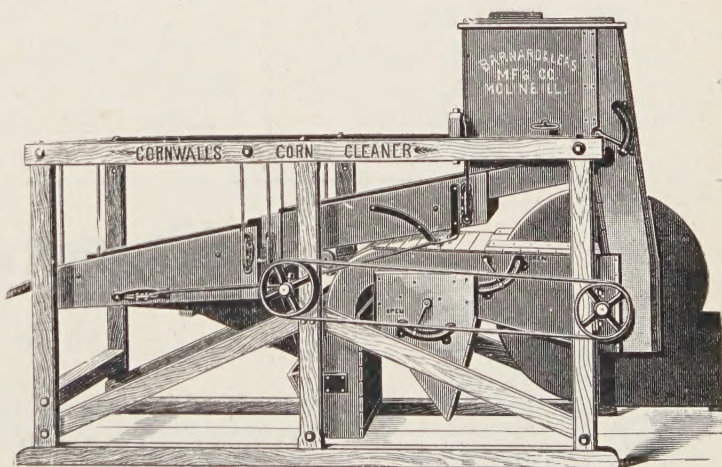
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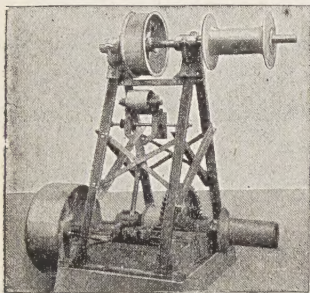
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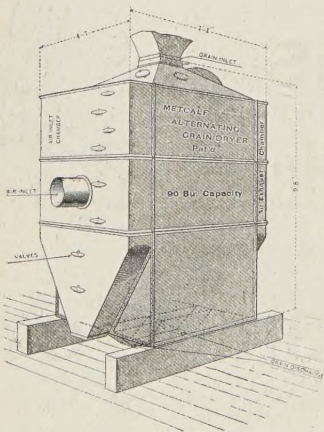
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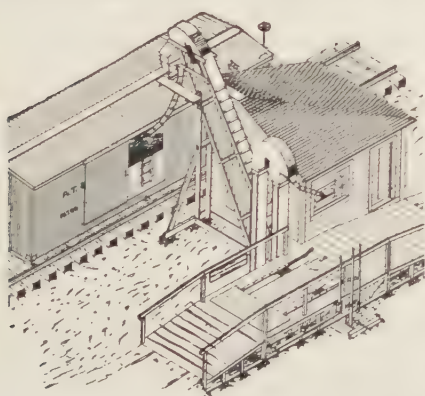
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FOR SALE.—A line of ten grain houses, including cleaning house; also coal sheds, located in good wheat section in northern part of South Dakota. Must sell all or none. Address X, Box 7, care Grain Dealers' Journal, 10 Pacific Ave., Chicago.

FOR SALE—Good grain and coal business, including warehouse, dumps, corn sheller, engine, side track and large lot. Good business; nice town and country. Address Box 585, Lebanon, Ohio.

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FEED ROLLS, SCALES.—3 three-high feed rolls, 1 600-bu. and 3 60-bushel hopper scales, at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Ave. S., Minneapolis, Minn.

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SALESMAN WANTED. Traveling man visiting grain dealers, elevators, mills, etc., desiring a salable line of well established staple goods (not requiring the carrying of samples)—commission 20 per cent and 20 per cent—Address "Manufacturer," P. O. Box 153, Covington, Ky.

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EAT WHITE'S WHEAT FLAKES. Made by T. G. White, Marion, Ia.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

OAT CLIPPER for sale. One No. 4 Eureka, good as new. Price, \$50, f. o. b. cars here. D. N. Dunlap, Fontanelle, Ia.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at
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BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., APRIL 10, 1899.

Let us hear from you.

Cooper cars carefully.

Call and see us when in town.

Now is the time to outline improvements.

Send us the grain trade news of your district.

The time to appraise your property is before the fire.

A wagon scale is not suited to weighing grain for shipment.

Not every machine is a profitable investment unless intelligently operated.

He who buys goods because they are cheap generally finds his purchase a very expensive one.

Do not do business for nothing. Make a little yourself and let your competitor get some business.

The cheapest machinery is seldom desirable at any price, because it is the most expensive in the long run.

When buying modern machines and machinery it is advisable first to consider quality carefully and price last.

The business man who declines to advertise because business is dull overlooks the real purpose of advertising.

Keep your elevator clean and you will not be bothered with dust explosions, weevil and high insurance rates.

A good feed mill will help any hustling elevator man to dispose of screenings and off grade grain at a big profit.

It is better to buy 100 bushels of grain on a two-cent margin than 500 on a quarter or even a half-cent margin.

The first cost of a gas engine is not the only cost to be considered. There is the cost of repairs, fuel and operation.

The elevator man who goes hunting after leaks in his gasoline tank with a

match or lantern, sometimes lives to regret it.

The monthly warning to privileged traders about the Chicago Board of Trade has again been issued, but the "Put and Call" market is still active just the same.

Encourage farmers to change their seed grain frequently. It will insure grain of better quality being brought to market.

The next meeting of the Grain Dealers' Association of Southeastern Iowa will be held at Peoria on Monday evening, April 17.

The building of many new cleaning and clipping elevators serves to emphasize the advantage of sending clean grain to market.

The low rate on through corn from Mississippi river points affected interior Illinois corn shippers far more than it did Chicago shippers.

A cleaner's value to an elevator man cannot be measured by its first cost, but by the improvement he is able to make in the quality of the grain he handles.

The large amount of iron ore and other freight which will be moved by lake this season will surely strengthen the freight rates via the trunk lines, as well as by lake.

When buying grain of renters it is safer to learn regarding their title to the grain they offer to sell. Profits are often reduced by dealers having to pay for grain a second time.

The grain buyer who stays in his office and waits for the farmer to come to him for offers on his grain will not be drawn unwittingly into an unreasonable bidding contest.

And now New York has adopted horseless trucks. If electricity keeps on crowding out the horse our corn and oat fields will have to be given over to the cultivation of electric currents.

Some country elevator men are contemplating the replacing of their steam plants unless the price of gasoline is lowered. The Standard Oil Trust has not yet succeeded in cornering cobs.

The dealer who persistently overbid his competitor one day, just to vent his feelings is a brother to the workman in a powder mill who set fire to the clothes of a fellow employee just for a joke.

A good dust collecting system materially reduces the fire hazard of an elevator, but the insurance companies have not yet seen fit to give lower rates on account of such equipment. When the

elevator men demand it, the companies will have occasion to consider the matter.

If your elevator settles under a heavy load of grain, it will pay you to examine your machinery. If the shafts are not true or if the machines get out of position, the friction caused may be followed by fire.

If more dealers would keep in mind the amount of their profits for the preceding crop year and give less attention to the prices paid by competitors they would be more likely to do business on a living margin.

The dealer who ships corn which is full of cobs, husks and silk may doubt the advantage of putting in a good corn cleaner, but if he will talk to his neighbor who has a good cleaner he will surely change his mind.

Help along the associations and they will be in a stronger position to help you. The trade is becoming better organized every day, and dealers are learning how to make effective use of the influence of their association.

The temporary and uncalled for advance in the price of steel has increased the cost of steel storage tanks, yet they are still the cheapest when durability, safety and reduction in expense for insurance are considered.

There is no excuse for permitting any of the damp grain of the last crop to spoil. There are several good driers on the market made in different sizes to meet the requirements of all dealers and at prices within the reach of all.

It is much cheaper to equip an elevator with a good dust collecting system than to lose all money invested in the plant because of a dust explosion and to pay for human lives because of neglecting to put in dust collectors.

The serious editor of the Toledo Market Report seems to have heard (probably read, for he is an extensive reader) that drowned persons can be restored to life by rolling, and now he is recommending rolling for the frozen wheat.

The reading public, or especially the newspaper reporters, seem to have far more confidence in Joe Leiter's opinion of the wheat market than the famous Joe does himself. Judging from the many reports of his opinion, they think he is still making prices.

The organization of the Southern Grain Association and the stand it has taken in regard to official certificates of weights and inspection cannot be accepted as a pleasing encomium of southern buyers. It should serve as suffi-

cient warning for those doing business in southern states to be careful.

It will always pay to put grain in the best possible condition before shipment. It saves freight on dirt and invariably brings a higher price.

Manitoba wheat is so very damp that some of the farmers are reported to be using clothes wringers to extract the moisture. The elevator men of that province seem to be very slow about putting in driers. Any one of the leading grain driers would pay for itself by a few weeks' work on damp wheat.

Once again the Agricultural Department has formally advertised for proposals to furnish it with about 15,000,000 packages of seeds with which to recompense needy constituents of Congressmen. It is to be hoped that the abuse will grow until killed by its own weight. Reason and common sense at the head of the Department seems insufficient to stop it.

Despite the fact that corn will not germinate after it is a few years old, a Wisconsin and a Nebraska gentleman are getting much free advertising out of "a few large ears of corn grown from kernels originally discovered hermetically sealed in a piece of ancient and curious pottery dug from the darkness of an Arkansas cave." The sample of corn shown is outclassed only by the stories told regarding it. Remarkable, remarkable lies.

It may seem funny to some members of the trade that eastern buyers of clipped oats have distinguished such a difference in the qualities of the oats sent by different western shippers as to discriminate sharply in favor of the oats of some shippers, and gladly pay a premium for them, but such is the case.

The demurrage bill passed by the lower house of the Illinois legislature is dead and grain shippers all over the country will have cause to be thankful. It was only another effort on the part of the railroads to increase their exactions from receivers on account of delaying cars. If the railroads are earnestly desirous of securing an equitable demurrage charge they should make it reciprocal. Country elevator men would be more likely to give it their support.

Cincinnati is making a vigorous effort to stop peddlers and other transitory merchants, who travel about from town to town and pay no taxes nor license fees, to support the government or schools. The city has the interest of its own merchants sufficiently at heart to prompt it to demand a license fee from all peddlers and irregular dealers. In fairness to its own merchants and

especially to its regular grain dealers, every town must eventually adopt the same plan.

After you decide to build a new elevator make a note of the houses erected by incompetent builders which fell down last year. Then employ a competent engineer who has made a study of the different strains an elevator is subjected to and knows how to meet them. Any old barn builder can put up a house which will stand until the roof is on it, but it requires an architect of some experience to erect an elevator which will stand up under a heavy load of grain.

A chemist connected with one of the Minneapolis mills has evolved what he claims will be an absolutely correct plan for grading grain. He takes 100 grains of each sample of wheat offered for inspection, makes scientific estimates of the value of the grains and fixes their value accordingly. If possible to eliminate the element of human judgment from the present system of grading grain a more reliable system might be attained. Experienced inspectors who have attempted to devise some such method have invariably given it up as impossible.

The farmers in the Illinois legislature are again trying to legislate dollars into the pockets of corn growers by making 68 pounds of ear corn a bushel. It has been tried in two other states and has failed. Dealers who have to sell the equivalent of 70 pounds of ear corn cannot afford to pay as much for a 68-pound bushel as they could for the 70-pound, and the corn buyers of the state would be forced to reduce the price of a bushel or else quote farmers on so much for 70 pounds of corn. It would be impossible for them to do otherwise long, because they would soon be forced into bankruptcy.

An effort is being made in Kansas to enforce the law requiring carriers to put in track scales. To start with the law will be accepted where grain is shipped from one to another point within the state, but the railroads will hold that the state has no authority to regulate interstate shipments. If all grain was billed to Kansas City, Kan., it might be possible to enforce such a law at some stations where 100 cars or more are loaded annually. With the scales put in, however, grain shippers would not be much better off than at present for track scales would get out of order continually and the weights be unreliable. Then, too, it would be much cheaper for the rail carriers to pay a loading fee and thereby encourage shippers to build new elevators and equip them with up-to-date hopper

scales, which seldom get out of order, whose weights are reliable.

The Third Assistant Postmaster General informs us that "samples of grain in its natural condition is subject to postage at the rate of one cent for each two ounces or fraction thereof, in both the domestic and foreign mails, but at least two cents must be paid on each package when addressed to foreign countries. Some dealers have been paying too much postage on samples they mailed. Read this carefully and then call down your postmaster when he overcharges you the next time. One dealer we know of has been paying nearly one dollar a month more than he should for postage on grain samples.

The dealer who desires another dealer at a neighboring station to reduce prices to a figure more in keeping with the prices ruling at central markets should avoid putting his desire in writing, and, above all things, should not let that writing get into the hands of such competitor. A letter of this nature was written to a dealer at Parnell, Ill., not a century ago, in the hope of inducing the dealer to stop fighting his next door neighbor. The letter was a red rag in a bull's face. Prices not only went higher, but the letter was posted in a conspicuous place in the office for the delectation of all farmers who had grain to sell. If you think thoughts about your competitor's prices do not put them in writing, especially in a letter to him.

The Capitol Elevator, Topeka, Kan., writes that in response to inquiry sent out from their office they have received replies from 24 points in Kansas, all but one reporting some damage to the wheat, estimates running as high as 75 per cent, and averaging 40 per cent.

We wrote Statistician Hyde a few days ago asking if the last report on farm reserves included wheat that farmers were supposed to have stored in country elevators or mills. He writes: "I have to advise that the amount of grain in farmers' hands on March 1st refers only to grain on farms upon which produced, and does not include grain stored in country elevators, even though it is the property of the producer."—Zahm's Circular.

T. A. Kyle, of Shenandoah, Ia., sends us circulars, organization blank and a special price list of quite a variety of articles, which was recently sent out broadcast to the farmers of Southwestern Iowa by J. C. Hanley of St. Paul, Minnesota, state secretary of Farmers' Alliance and Industrial Union. In these circulars he advises the farmers to be wise, to handle their own business, then take the profits, fight their enemies, and in that way advance their own interests, as if that would do it. In reality, what Mr. Hanley is trying to do is to advance his own interest and make what money he can out of the gullible farmers.

LETTERS FROM THE TRADE

CARELESSNESS THE CAUSE OF SHORTAGE.

Grain Dealers Journal: As long as there are careless dealers and careless railroad men there will probably be more or less shortage. We have no complaint regarding the weights here, especially in the regular elevators. C. A. King & Co., Toledo, O.

HONEST WEIGHTS; CHECK WEIGHTMEN.

Grain Dealers Journal: We will be very glad to pay 15 cents per car to have check weighmen placed at large grain centers by the Grain Dealers' National Association. We have sent about 15,000 bushels of grain to Kansas City, which has been checked by check weighmen, and overran our weights from two to eight bushels. When it has not been checked the weights always fall short two to fifteen bushels. We weigh all grain in our hopper scales, 335 bushels at a draft, and two drafts are made on each large car. McKee & Walkinshaw, Blanchard, Ia.

WILL BRAND HIS OATS TO PREVENT SUBSTITUTION.

Grain Dealers Journal: The mixers and shippers of clipped oats have indulged in so very much depreciation that eastern buyers have long since noticed a marked difference in the quality of the oats offered for sale. Some have built up a very satisfactory trade in bleached oats. Of course they are not sold as bleached oats, but that is what they are. The jobbers, retailers and horses of the east have long since shown a decided preference for them, also for the 40-pound clips.

I regret to say that some "40-pound clips" will not weigh 37 pounds. Those western shippers who have kept their clipped oats up to weight and quality have gradually built up a demand for their oats. This demand for a certain shipper's oats has prompted some brokers of eastern markets to substitute inferior oats supplied by other shippers without even telling the buyer that "they were just as good."

In order to prevent this substitution and maintain the reputation of their oats several western shippers have taken to branding their oats, or rather, the cars into which they load them. It is to be regretted that such action should become necessary in order to protect one's property in a reputation for shipping superior oats. That it is so or suffer loss is evidenced by the following letter which was sent out by C. L. Dougherty, of Chicago, recently:

Grain Dealers Journal.
Gentlemen:

It has come to our notice that some of the Eastern trade are quoting Oats as coming from us and then substituting other and inferior grain. We wish to advise you that on every car of fancy Barley Clipped Oats shipped by us there will be a placard on the inside grain door reading "Clipped Oats Shipped by C. L. Dougherty, Chicago and Matteson, Ill." Please note also that on all of our fancy grades shipped from our elevator the official Board of Trade weight ticket will read that the oats were weighed at MATTESON ELEVATOR. This official weight ticket should be demanded by you on every purchase of Dougherty's fancy Oats, and unless the weight ticket shows that the grain was

weighed at Matteson Elevator, you may know that you have been imposed upon.

This action will no doubt be followed by similar actions on the part of other western shippers of superior grain, who have succeeded in establishing a reputation for good quality. In the evolution of the business it seems natural that such a change should be brought about. The quality of the grain depends largely upon the work done by the cleaners and clippers in preparing them for market. Manufacturers in other lines of business have their trade protected by branding their goods, and it will no doubt be necessary for the grain clipper and shipper to do likewise. Very truly, A. D. W.

A CORRECTION.

Grain Dealers Journal: In the Journal's account of the grain dealers' meeting at Council Bluffs, Ia., we find the following paragraph: "Complaints were filed against the Andrews grain Co., charging them with bidding farmers; it was explained that the Benton Grain Co. and the Andrews Grain Co. were one and the same thing."

We have no interest in the Andrews Grain Co., nor have we had for nearly two years. We believe in endeavoring in every way to work to the interests of the grain trade. We do not think it good policy to make quotations of any description outside of the regular grain trade. We know that the regular grain dealers pay all that grain is worth at the different points, and in fact they will often pay too much. It is our practice, when we receive requests for bids from parties not regular dealers, to write them that they will do far better to sell to the dealers at their station, as there are many risks that they have to take when they sell to any general market in the way of guaranteeing grades and weights that cannot be otherwise than unsatisfactory, or at least disappointing to them; and that the regular grain dealer at their station is better conversant with these rules and can better take care of their business. We think that this course is all that the grain trade will demand of us, and we thank you kindly for putting us right before the Association. Yours truly, Benton Grain Co., Kansas City, Mo.

POCKET BINS NOT CONNECTED WITH SPOUTS.

Grain Dealers Journal: In answer to article written by Frank Thoms & Co. and published by the Journal March 10th regarding leaky spouts and pockets for diverting grain into house before reaching scale, I wish to state that there are no pocket bins connected with any elevator leg, head or spout used in unloading in any elevator in the city. All grain unloaded into pit or boot must be elevated into scale. True, these legs run through bins, but any hole in casing would cause grain to run into it from bins (to the advantage of car) and would be a loss to elevator, not only in grain, but also through mixture, and very little, if any, would get from buckets into bins and then only when bins are empty, which is not frequent. Any leak of this kind would be immediately discovered. Spout from elevator head leads direct to garner or scale and has no connection with any bin or pocket.

What are known as pockets are small bins situated under shipping bins and so connected that grain can only reach them after having passed through scale and shipping bin. Frank Thoms & Co. evidently believe their statement to be true, but they have been misinformed, and if they or any other shippers have an idea that any such practice is being carried on, I will be pleased to have them call on me and we will, together, inspect any or all elevators and convince them of the absurdity of the charge. This department has worked incessantly with a view to avoid loss to shippers and will continue to do all in its power to eliminate shortages. H. A. Foss, Weighmaster, Chicago Board of Trade.

FARMER DEFAULTED ON CONTRACT.

Grain Dealers Journal: On or about the first day of May, 1898, Jesse L. Shepherd, a grain dealer of Middletown, Del., called at the farm of Geo. F. McIntyre, near Warwick, Md., to purchase his wheat, of which Mr. McIntyre said there was 2,200 bushels for sale. Mr. Shepherd thought that about 1,000 bushels of it would grade steamer No. 2 red, the balance No. 2 red. Mr. McIntyre thought that only about 500 bushels were off grade.

On the fourth day of May, 1898, S. M. Reynolds, a gentleman in Mr. Shepherd's employ, called on Mr. McIntyre at his farm for the purpose of buying his wheat. Mr. Reynolds arrived at Mr. McIntyre's about 3 o'clock p. m., and found him in the field planting corn. He offered Mr. McIntyre \$1.11 per bushel for the wheat delivered at Middletown, and at the same time offered him a Baltimore price current of the previous day's market, to show him that that price was about right. Mr. McIntyre remarked that he did not want to see it, as he had read the Philadelphia Record that morning and was posted on the price, and that \$1.11 was all Shepherd could afford to pay. He then sold the wheat and said he would begin hauling on Monday, the ninth of May; that he would come to Middletown on Saturday to see if the cars were there so he could start Monday morning; but if he did not come to see Shepherd on Saturday he would start to haul Monday afternoon anyway.

On the morning of the 5th of May, S. B. Foard, another grain dealer of Middletown, called at McIntyre's about 6:30 o'clock, and as soon as he had stated his errand, Mr. McIntyre said: "I sold my wheat yesterday to Shepherd at \$1.11." He then asked Foard what he would pay. Foard, supposing the wheat to be all right, said he would pay about \$1.14. Immediately after Foard left, McIntyre drove to Middletown to see Shepherd, about 7:30 a. m. on the 5th of May, and told Shepherd that he did not pay him enough for the wheat. To which Shepherd replied that he paid him all it was worth at that time. McIntyre, not being satisfied, wanted to know at what price he could settle. Shepherd told him to wait, until 'change opened and he would let him know. McIntyre said he could not wait, but would come back on Saturday, the 7th of May, in the afternoon. Shepherd told him that he would have to come in the morning as 'change closed on Saturdays at 10

o'clock, and any business they had to do must be done previous to that hour. To this McIntyre agreed.

McIntyre, seeing that wheat was going up rapidly, did not come to Middletown as promised. On Monday, May 9th, the day on which McIntyre was to deliver his grain, Shepherd drew from bank \$2,442, and drove to McIntyre's house to tender payment for the whole crop. McIntyre refused to deliver, and remarked to Mr. Shepherd in the presence of A. M. Brown that he was "not going to deliver the wheat at \$1.11." On Mr. Shepherd's arrival home he bought 2,200 bushels of wheat from Daniel Corbit and William F. Crow at \$1.50 per bushel. On the following day he brought suit against McIntyre for 39 cents a bushel, the difference between the price at which the wheat was purchased and the price he had to pay to cover on the day McIntyre was to begin hauling.

The case was tried in Delaware at the spring term of court. Mr. Reynolds testified as to the purchase of the wheat, which testimony was corroborated in every detail by Miss McKee, who accompanied Mr. Reynolds to McIntyre's farm; and whose testimony as to purchase was further corroborated by Foard on McIntyre's own admission to Foard. Foard, during his examination on the stand, said that wheat really was not worth \$1.50 on May 9th, that his highest bid on that date was \$1.44; but yet he acknowledged offering \$1.50. He also stated that he had offered on May 4th \$1.17 per bushel; but did not state in reply to the question asked him, that he had bought that same day at \$1.07. He named the outside price on the day's market. The chief justice asked him what time in the day it was when he offered \$1.17. His answer was "about 4:30 p. m." Mr. Reynolds at that time was on his way home from McIntyre's. Mr. Warburton, of Elkton, Md., of counsel for the defense, asked Foard what wheat was worth on Thursday, May 5th, to which question Col. Nields, counsel for the plaintiff objected; and the objection was sustained by the court on the grounds that as the wheat was purchased on May 4th, and was to be delivered on May 9th, the price on intervening dates was entirely irrelevant to the case. McIntyre's evidence did not contradict any other evidence only in minor details. He said he took the price current from Mr. Reynolds and compared it with his Record. He also stated that no time was set for delivery. This part of his evidence was so thoroughly refuted by Mr. Reynolds and Miss McKee, that it amounted to naught.

The only argument presented by the defense was fraud—that Mr. Shepherd did not pay the market price—that wheat was worth on that date \$1.17. Col. Nields, in summing up, showed that wheat was worth on May 4th as little as \$1.05 and as high as \$1.19; that in Shepherd's judgment nearly half of that wheat was damaged; and that at the time Reynolds was at McIntyre's or when he left town to go to McIntyre's \$1.11 was every cent the wheat was worth. Opinion was divided as to the chief justice's charge. Some thought it favored McIntyre, while others thought it impartial. The jury, on which were nine or ten farmers, after deliberating over two hours, brought in a verdict for Shepherd of \$726, or 33 cents per bushel

on 2,200 bushels, the price which Foard said was all wheat was worth (\$1.44) on that date. L. F. Miller & Sons, Philadelphia, Pa.

ASKED AND ANSWERED

DOES BILL OF LADING CARRY TITLE?

Grain Dealers Journal: A question came up recently in the course of my business which bears on the liability of a railroad company for its own bills of lading. If anyone can refer me to a court decision on the point or will give me their opinion on the case, they will confer a great favor. Mr. A. shipped three cars of oats to Chicago. He indorsed bills of lading to a Peoria firm and he wrote on back of each bill, "Reconsign to Peoria," and made drafts against them. The Peoria firm paid the drafts. The shipper instead of ordering grain reconsigned ordered initial carrier to deliver it to a Chicago firm, which was done. Did the Peoria firm have title to the grain? Is the carrier liable to it for the grain or its equivalent? I. O. W.

WHO IS REGULAR?

E. A. Abbott, Charter Oak, Ia., secretary Regular Grain Dealers' Association of Western Iowa: I maintain that a grain dealer must own and operate an elevator or grain warehouse at a station to be considered a regular grain dealer there. A dealer who operates an elevator continuously at one station can not buy and load from a wagon at nearby stations without investing in any more storage and handling facilities and be considered a regular dealer at those stations, if anyone else has an elevator or warehouse at these stations. I do not consider any man a "regular" grain dealer unless he has facilities for handling single loads of different kinds of grain. If there are no empty cars at station and he has no place or facilities for taking care of odd loads of grain that come in at such times he cannot handle those loads. Therefore he cannot be a regular or continuous handler of grain, and never will be until he provides the facilities necessary to be able at all times to handle odd loads of grain.

Grain Dealers Journal: Empires, Kingdoms and Republics by right of preoccupation, conquest or by purchase plant their flags upon islands and countries and hold possession thereof. Delivers into the bowels of the earth retain possession of mining property—sometimes of untold riches by simply driving a stake into the ground. It is not necessary for Great Britain to build Houses of Parliament or Windsor Castles on every newly acquired territory. It is not necessary for the owner of a silver mine to erect a mammoth smelter on his mining claim merely to retain possession, neither is it necessary for a grain man who has by right of preoccupation been doing business at a certain point for a period of five, ten or twenty years to erect additional facilities at a high cost at such a point where the business does not justify the outlay, merely for the purpose of holding the point and to keep out irregular competition. His rights of preoccupation should justly be considered as much as though his facilities were much more important from a financial point of view. His fellow dealers should respect his rights.

In our opinion a regular grain dealer is one who has either had possession of the business at a certain point or points for a number of years and has erected facilities which he thought the business at the point justified, has come into possession of the business by purchasing the same, or who has gone into business at a point or points which were not operated by another party doing a regular business. The moment any dealer interferes with a fellow dealer's rights he immediately forfeits all his rights as a regular dealer and becomes an irregular dealer at all points he may have been occupying and operating previously. His fellow dealers should respect his right as much as they would respect the rights of any of his neighbor dealers. The commission man and grain broker should also consider his rights and be governed accordingly. Maize.

E. H. Crenshaw, Fort Worth, Tex., secretary Texas Grain Dealers' Association: We have never adopted any rules defining "regular" or "irregular" grain dealers. With our present very limited storage facilities throughout the state, I do not see how we can establish any such rules. I fully appreciate the importance and necessity of such rules; and where conditions will permit I think every association should adopt them.

SHERIFF'S LEVY ON FARMER'S DELIVERY.

Grain Dealers Journal: Can any reader of the Journal give us advice on the following? We advanced money to a farmer on his crop of grain. While in the act of delivering it the sheriff sold him out, also the grain. Our advance was more than the worth of the grain delivered. We had bought it all at a fixed price, except as much as he would need for home use. The question is: Can we proceed against farmer on criminal suit? Our opinion is that he should have reserved our part of the grain. The foregoing shows that it is not a safe policy to advance money to farmers, if for no other reasons. Besides, as a class, he is ungrateful; we never know him to go out of his way to accommodate anyone, especially the dealer, unless he can make something by it. No doubt that is the experience of others. Pennsylvania.

SHORTAGE IN SHIPMENT ON ADVANCING MARKET.

Grain Dealers Journal: A sells B 20,000 bushels of corn for 15 days' shipment, and the shipment of corn falls short 500 bushels. Owing to delay of railroad company the cars are not unloaded until 30 days after the expiration of the contract. In the meantime the market advances several cents. B bought in the 500 bushels for account of shipper A on day last car was unloaded. A refuses to pay for same, claiming any shortage in shipment should have been settled at market price on the day of expiration of time of delivery. B claims he could not do so, as he did not know of shortage until all the grain was unloaded; but admits it would have been fair to settle the difference at the market price ruling on any day A advised of the shortage in shipment. Is there a law relating to the buying in of shortages on a basis of the market price ruling on last day of time set for delivery? Eastern.

W. A. RUNDELL & CO., TOLEDO, O.

"It is well known," writes a Toledo correspondent, "that Toledo is a prominent market, not only for grain, but also for clover seed. It is claimed, and presumably justly, that Toledo is the largest clover seed market in the United States. The receipts during the season 1897-1898 amounted to 200,687 bags; shipments, 134,026 bags. Toledo has what we understand does not exist in other central markets in the country—an official system of inspection. Clover seed on its arrival is thoroughly examined, inspected and weighed by a duly licensed or authorized inspector in practically the same manner that grain is in all markets. A very extensive trade in futures in clover is also carried on in Toledo which system we believe does not exist in any other market in the country."



Fredk. W. Rundell, Toledo, O.

The city has a number of progressive pushing grain and seed commission men who have made the city's grain trade what it is in spite of adverse conditions. One of the well known firms is W. A. Rundell & Co., which was established in Toledo in the year 1877 by Wm. A. Rundell, who had for some twenty years prior to that time been engaged in the grain, elevator and milling business in Oswego, N. Y. Since his death, in 1894, the business has been carried on under the same firm name and along the same lines by his two sons, the surviving partners and present members of the firm. Frederick W. and James E. Rundell, whose portraits are given herewith.

These gentlemen were both born in Oswego, N. Y., and moved to Toledo with the family in 1877. Frederick W. Rundell entered the grain trade in 1880 and James E. Rundell in 1888. Both have been connected with W. A. Rundell & Co. continuously since the above dates. They are thoroughly conversant with the grain business and fully equipped in experience, ability, facilities and capital to handle their large and increasing business in a satisfactory manner. Both are young, active business men, strictly up to date in their methods, and hustlers in every sense of the

term. This firm's principal business is in grain and seeds. It also transacts successfully a large business in futures, both grain and clover seed and has every facility for handling this class of business, not only in Toledo, but in all of the leading markets, satisfactorily to patrons. It is also equipped to accept "trades" in stocks and bonds.

It handles a large volume of cash grain and seeds, buys grain delivered track Toledo or f. o. b. point of origin, and gives the seller official inspection and public weights. It buys clover seed delivered track Toledo. It handles a vast quantity of corn and oats which, for the most part, is applied on the large order trade it has in these cereals. This grain is purchased principally at a price f. o. b. point of origin, as that seems to be the most pleasing method for sellers, and it is shipped on through rates to final destinations.

The firm makes a specialty of consignments, not only seeds but grain. These are given personal attention, intelligently handled and are put on the market by competent salesmen, in such a manner as to bring the most favorable results for the consignor. It makes liberal and reasonable advances on such shipments.

The firm publishes a daily market letter and crop report. If grain dealers, to whom such a letter would be of any service, are not receiving it, they will be pleased to send it on application. It will keep dealers thoroughly posted and in touch with the Toledo market.

The firm handles on the side considerable hay, millfeeds and beans. The partners are members of the Toledo Produce Exchange, of which organization Mr. James E. Rundell is at the present time treasurer, and they have working arrangements in all of the principal grain markets. The firm is a member of the Ohio and Illinois Grain Dealers' Associations and of the National Hay Association, of which organization Frederick W. Rundell was, last year, a director.

SHUCKS.

Farmers and light shoes are corn growers.

If bread is the staff of life, bread and butter must be a gold-headed cane.

'Twas ever thus from childhood's hour,
I've seen my fondest hopes decay.
I've never felt the Bull's great power,
But Bears have knocked the price of May.

Mrs. Options: John, what is coarse grains?

Mr. Options: Stuff we use to base speculative trades upon.

A magazine writer says there will be a world famine of wheat in 1931. This is doubtless a coy way of getting Col. Leiter to repeat his farmers' friend act.

The gentleman who is author of the statement, "You can always get more grain out of an elevator than you weigh in," desires to know, how many cars a 25,000 bushel elevator will load out in 10 hours, providing it can receive 24 wagon loads an hour in its dumps, and providing farther that the local station agent refuses to give the elevator man cars, until the scoop shovel shipper is through using them for warehouse purposes. One month's subscription will be given to the first elevator man to solve the problem.

COBS.

Readers will confer a favor by sending us grain trade news items.

Humbert & Ahrens, of Bison, Kan., write: Wheat is badly hurt in our section. Fully 30 per cent is killed.

An old elevator at Danville, Ill., will be remodeled and equipped soon with a capacity of 20,000 bushels. Charles Howell is the proprietor.

The Argentine statistical department estimates the wheat crop of that country to be 83,625,000 bushels, of which 56,370,000 bushels are available for export.

Fire recently destroyed two elevators on which there was practically no insurance. The loss so crippled one owner that he had to retire from the grain business. Keep all your property covered by insurance.



James E. Rundell, Toledo, O.

E. P. McCaslin, of Scottsburg, Ind., has propagated a new variety of wheat, a cross between the Fultz and Genesee Giant. It is a red, smooth wheat with heads larger than the Giant, and possessing remarkable stooling properties.

We are indebted to John J. McCann, of Poughkeepsie, N. Y., for a copy of bill No. 1500 recently introduced in the New York state legislature, entitled an act to amend the agricultural law, regulating the sale and analysis of concentrated feeding stuffs. The list of concentrated commercial feeding stuffs includes linseed meals, maize feeds, dried brewers' grains, malt sprouts, hominy feeds, cerealine feeds, rice meals, oat feeds, corn and oat chops.

The trouble with the market is that too much of the outside buying goes into bucket shops, not only here, but at other points and the bucket shops are heavily short to their customers. If all the buying were to come onto the open market countrymen would get the benefit, but otherwise we get less as the buying force is not strong enough most of the time to overcome the opposition of foreigners and professionals who are bearish.—Chicago Inter-Ocean.

A RUSSIAN PUZZLE—FIND THE INCENDIARY.

Those among our readers who have been in the grain business many years, no doubt will quickly decipher the Russian puzzle given herewith. It was issued by four grain firms of the Northwest whose properties had been set on fire by an incendiary. The engraving is a reduction of the Russian poster issued by the companies whose names are signed thereto in English.

It seems that some one had a special spite against the elevators of these firms, which are located at Mt. Lake, Minn. The Hebert Bros., elevator was burned by an incendiary fire and on

TRANSPORTATION

A clean bill of lading would be a great boon to grain shippers.

An old worn-out car will not transport grain to destination. It only scatters it along the way.

No more Illinois corn is likely to be shipped south this season. Shippers are afraid of the moisture it contains.

In the southern Minnesota grain race the question was brought up: Why do railroads charge more for flax than for wheat on shipments to Minneapolis, while in many instances the same rate

niture cars. The Canada Atlantic will build 500 cars. The Chicago & Alton is receiving bids on 1,000 cars, has ordered forty locomotives, and has an option on thirty more.

Lake grain shippers are confronted by the possibility of a shortage of vessels, due to the heavy advance chartering for the ore trade. Some boats which have always traded to Chicago will not be in port the entire season.

No settlement of the grain bill of lading question was reached at the recent annual meeting of the Lake Carriers' Association, owing to a wide divergence of opinion. The matter was referred to a committee. The rough draft of the bill as reported in executive session provides that vessels give up their overruns, which they have heretofore retained, and in return their liability for shortage is fixed at half a bushel per 1,000; and that vessels shall be furnished an elevator within twenty-four hours of their reported arrival, both for loading and unloading, with a demurrage of one-twelfth of the net freight for each additional twenty-four hours they are detained.

At the recent New York meeting of underwriters the lake vessels were divided into three classes and the rates proportioned according to class. In the first class are the regular line steamers not classing below A 2, and also all A 1 steamers of any value, as well as A 1½ steamers valued at \$40,000 or over. The second class includes all A 1½ steamers valued at \$25,000 and under \$40,000, and all A 1 tow barges valued at \$35,000 and upwards. In the third class are the lower grade vessels down to A 2 tow barges. There is no provision for insurance of grain in anything below A 2. The rates all represent material advances, and the difference in insuring grain in vessels of the first class as against those of the third is quite marked.

The annual report of George W. Aldridge, Superintendent of Public Works of New York, just made public, shows that during 1898 the Erie Canal carried 2,338,020 tons of freight. The expense to the state on account of the canals was \$885,348. Mr. Aldridge says that the season was not a good one for boatmen generally and succeeding seasons will not be unless the improvements are carried out, a large canal made and modern systems of traction employed. The state should encourage the formation of financially strong companies for canal transportation. He says: "I would call attention to the abuses resulting from the greed of the so-called elevator trust, or combines of Buffalo. I am of the belief that this is a proper subject for legislative inquiry, and that remedial legislation would be effective."

The Great Lakes Guaranty Co., of Duluth, is still working on the proposition to insure vessels against shortages, so as to be prepared for business in the event that a shortage liability clause is not inserted in the new grain bill of lading. The company proposes, first: To organize a thorough system of inspection of weights at all grain shipping and receiving ports on the chain of lakes. Second: To guarantee vessels against shortage in excess of one-quarter bushel to each 1,000 bushels carried. Third: To charge vessels on all grain excepting wheat 25 cents, and on wheat 30 cents per 1,000 bushels

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МЫ НИЖЕ ПОДПИСАВШИЙСЯ ДАЕМЪ 400 ДОЛ. ТОМУ КТО
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ТОРЫЯ ПОДЖИГАЛИ ЭЛЕВАТОРА БР. ЭЙБЕРТЪ ВЪ МТ.-ЛЕЙКЪ
ВЪ НОЧЬ 31 ГО 1899 ГОДА ИЛИ ТѢХЪ КОТОРЫЯ ПОДЖИГАЛИ
КАКОГО ЛИБО ЭЛЕВАТОРА ПОСЛѢ ВЫШЕ НАЗВАННАГО ЭЛЕВАТ.

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PEAVEY ELEVATOR CO.
HUBBARD & PALMER.
JAS. JOHNS & CO.
CAPP, ELLIS & CO.

the same night the elevator of Hubbard & Palmer was set on fire, kerosene being poured into a bin and the fire started. However, before much damage was done to Hubbard & Palmer's elevator the fire was discovered and extinguished. This elevator was set on fire several times thereafter and finally the agent of the firm which operated the house was arrested and bound over to the Grand Jury.

In addition to the \$400 offered, by those signing the poster, to any one who will decipher it and comply with its requirements, the National Board of Fire Underwriters also offers an additional reward of \$250. The reader of this Journal who first deciphers the puzzle and sends a true and correct explanation of it will be given a month's subscription free.

TO BACKWARD SPRING.

Come 'long, Mister Springtime—
Don't you fool erbout!
Sen' erlong some sunshine
Ter coax de blossoms out!

Come 'long, Mister Springtime—
'Cross de snowbank white;
De sunflower los' de candle—
He want ter see de light!

Come 'long, Mister Springtime—
Make de blossoms fall;
Take yo' stan', en kiss yo' han',
En say, "Good mawning", all!"

Frank L. Stanton in Atlanta Constitution.

is used on both cereals by the same roads to Chicago?

At Chicago and South Chicago are 9,000,000 bushels of grain in the holds of vessels awaiting the opening of navigation.

Millers of the west have prepared a petition to the Interstate Commerce Commission for the same rates on flour as on wheat.

The opening of navigation on the lakes will be delayed by the unprecedented cold weather until some time after April 20.

The grain movement to New Orleans, which was large earlier in the season, is falling off, while the trade of Baltimore is increasing.

New York is stirred up by the proposition of Montreal to construct grain elevators and thereby divert still more of the trade of New York to the St. Lawrence route.

On arrival at Buffalo it was found that the bill of lading for the grain cargo of the Australia did not mention the name of any consignee, and the vessel agents refused to let the cargo go.

Four freight boats will be built at West Superior, Wis., by the American Steel Barge Co. All the shipbuilders on the lakes are crowded with new contracts. Nearly two score new vessels will be built this season.

Specifications for 2,000 cars have been issued to builders by the Missouri, Kansas & Texas Railway. The Georgia Car Co. will build 1,000 cars for the St. Louis, Peoria & Northern Railway. The Santa Fe is receiving bids on 1,000 fur-

Since the formation of the American Linseed Oil Co., as the successor of the old trust, makers of crushing machinery have received more inquiries for machinery than for years back.

from all ports to Buffalo, Erie, Fairport, Toledo. From all ports to all ports not above specified, on all grain excepting wheat 30 cents, and on wheat 35 cents per 1,000 bushels.

GRAIN DEALERS AT THE COUNCIL BLUFFS MEETING.

The last meeting of the Grain Dealers' Union of Southwest, Ia., and Northwest Missouri in Council Bluffs was surely a smiling success, as is

THE SUPPLY TRADE

A Kentucky man has made a statement that he believes the time is coming when gasoline will supersede steam entirely as the motive power in small elevators and mills.

Frank Barnard, foreman of the plan-sifter department of the Barnard & Leas Mfg. Co., Moline, Ill., died March 27th, 1899. Mr. Barnard was a

L. D. Price, 60 S. Canal St., is the Chicago representative of the National Mfg. Co., of Elkhart, Ind., which company has recently put a new gasoline engine on the market. Mr. Price has an engine on exhibition which he is glad to show.

The Wolf Company of Chambersburg, Pa., is to be complimented on its new and striking ads which it is putting out. These ads will surely attract attention, being so entirely different from anything heretofore used as eye catchers in advertising their class of goods.

The 1899 catalog of the Garden City Fan Co. is out. It is replete with illustrations showing the many different uses to which its fan can be put. This fan is used extensively for drawing dust from clippers, cleaners and the garners in grain elevators in which a dust collecting system has been installed.

A purchase of twenty-four lots in West Eighteenth street, Chicago, was made recently by H. W. Caldwell & Son Co. This purchase with eight lots recently bought by the company will give it a frontage of 400 feet on Eighteenth street running through to Seventeenth street. It is the intention of the Caldwell company to erect a \$50,000 building to be used for a foundry and machine shop; later a warehouse will be added.

B. F. Ryer, for the last four years secretary of the Huntley Manufacturing Co., Silver Creek, N. Y., has given up his position as secretary and returned to Chicago to resume his old position as general western agent for the same firm. Mr. Ryer formerly occupied this position before going to Silver Creek and was well known among the elevator trade. His long experience in the different departments of the grain cleaner business has given him a knowledge of the needs of elevator men and of the



Hunter. Samuels. Stibbens. Vanschoiack. Bewsher. McClurkin. Carden.

evidenced by the engravings given herewith of those in attendance. (It was not necessary for the photographer to repeat that stereotyped expression, "look pleasant.") There were about eighty in attendance at the different sessions. Any one familiar with the dealers of that section will readily pick out their acquaintances. There is a contest for a prize as best smiler among the dealers shown in the larger group with Stibbens and Boynton in the lead.

In the smaller group are shown the officers of three associations. Beginning at the left with the four officers of the Grain Dealers' Union, are President D. Hunter, of Hamburg, Treasurer J. B. Samuels, of Riverton, Secretary G. A. Stibbens, of Coburg and Vice-President H. A. Vanshoiack, of Elliott. Next comes Secretary A. H. Bewsher of the Nebraska Association, and next to him is Secretary E. L. McClurkin, Morning Sun, and President J. A. Carden, Winfield, Ia., both of the Southeast Iowa Grain Dealers' Association.

The meeting was one of the most successful ever held by the Association and speaks well for the earnest work done by the officers of the Union.

Herman Rapp, an American who for 20 years has been a resident and a provision dealer at Liverpool, Eng., says: We cannot educate our English people to the eating of corn bread, which they regard as cattle food. Besides, they will not take to hot bread, and if it is not hot, you know, corn bread is not palatable to even your own people.

son of H. A. Barnard, president of the above company.

The Edward P. Allis Co., of Milwaukee, Wis., is contemplating the erec-



Snap Shot at the Grain Dealers' Union.

tion of a three story brick addition to the plant, which will be 150x600 feet in size.

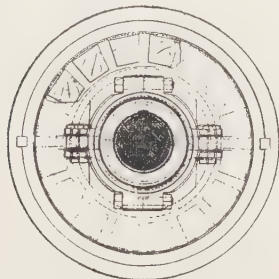
The J. Thompson & Sons Mfg. Co., of Beloit, Wis., will build a separate building 75x100 feet for the manufacture of Lewis Gasoline Engines. This will give them an increase in capacity of 500 engines a year.

work which can be done by cleaning machinery which is possessed by but few others. His host of friends in the trade will welcome him back to his old territory.

Promoters are working on the combination of English and American linseed oil mills.

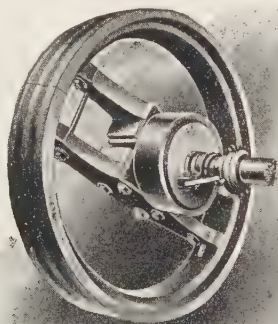
LATEST FRICTION CLUTCH FOR SMALL POWERS.

The engraving given herewith represents a solid friction clutch which has lately been placed on the market and met with unusual success. Manufacturers have for a number of years been impatiently awaiting for a practical, strong clutch of small dimensions, capable of taking care of comparatively large powers, and at the same time one which would not increase materially the cost of installation.



Friction Clutch for Small Powers.

This long-felt want has been brought out by the Dodge Manufacturing Company. The mechanism shown has been found to comprise all of the requisite points which serve to make up a first-class friction clutch, or cut-off coupling. It is so constructed as to be entirely



Friction Clutch for Small Powers.

self-contained; that is, it will take its full clamping or friction power without moving either shafting or pulley.

The efficiency of the multiple friction plates can be readily appreciated. The pressure brought to bear on the first plate is transmitted to the second, then to the third, etc., and as all are drivers and splined to the main driving hub, it will be readily understood that twice the power is derived from two plates which would otherwise be realized from one. This clutch is always in balance and can be operated at any speed, or can be used on countershafts where reverse motion is required, as a duplex clutch. It is made to transmit from 2 to 50 horse power. The Dodge Manu-

facturing Company, of Mishawaka, Ind., will be pleased to supply further details.

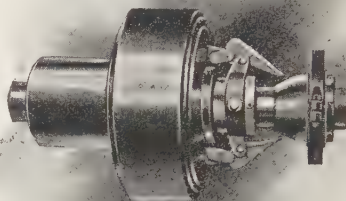
SUITS AND DECISIONS

In the district court at Fargo, N. D., the elevator company has recovered a verdict for \$588 against the Bank of Wheatland.

Hall & Robinson, of Kansas City and New Orleans, have brought suit for \$6,702 against the Cuban Steamship Co.,

steamer, has been quashed by the Court of Appeals. At the trial the defendant, Reid, showed it was urgent that the grain should be unloaded without delay, as the season of navigation was about closing.

The Appellate Division of the New York Supreme Court has rendered a decision of much importance and wide interest. The court laid down the rule that all contracts in restraint of trade are not void. Agreements which have for their purpose, it says, the realization of a fair price for the product man-



Friction Clutch for Small Powers.

ufactured and sold, do not contravene any rule of public policy though they operate in restraint of trade. Furthermore, it contends that courts should refrain from interfering with the affairs of individuals and corporations, unless the apprehension of danger to public interests rests on evident grounds.

The failure of a carrier to deliver goods on demand after storage without lawful excuse is a breach of the carrier's original contract, for which suit may be brought on that contract. Under section 2120 of the Civil Code of California, which provides that if for any reason a carrier does not deliver freight to the consignee or his agent personally, he must give notice of its arrival and keep the same in safety on his responsibility as a warehouseman until the consignee has had a reasonable time to move it; storage of the goods does not create a new contract which must be pleaded and distinguished from the original contract in order to recover the goods or their value. Supreme Court of California, *Wilson vs. California Central Railroad Co.*

Milmine, Bodman & Co., and Lamson Bros. & Co., of Chicago, are defendants in two suits for money alleged to have been misappropriated. The lower courts have rendered decisions adverse to the commission firm; the suits have been appealed to the United States Circuit Court. Mr. Lamson says: "Our claim is that the directors of the bank in question did not use due diligence. It was their business, and not ours, to know the funds of the bank were misused. Clearly, we had no way of knowing. The effect of an adverse decision in the court of appeals might be far-reaching in its effect, as under it the recipient of a check from any financial institution or business firm would have a perfect right to question the right of the signer of such check to use the

of London, for breach of contract to carry wheat.

Armour & Co., of Chicago, have recovered judgment for \$7,318 against John T. Snodgrass, of Springfield, Mo., for margins in speculative deals on the Board of Trade.

That flax is grain has been decided by Judge Fish in the Circuit Court at Racine, Wis. Lightning destroyed a stack of flax, for which the insurance company refused to settle, claiming its policy covered only grain.

The conviction of Robert Reid, foreman of the Grand Trunk railway elevator at Midland, Ont., who was indicted and fined for running a grain elevator on Sunday to unload a Chicago grain

same in the payment of any personal obligation, and the inference that a bank officer or member of a firm was dishonest would be perfectly justifiable."

Insurance of a lessor's interest in premises on which the lessee also has procured insurance for the lessor's benefit, as his lease required him to do, is held valid, as to that part of the loss which remains after the application of the policies taken by the lessee, where they fail to cover the whole loss because of a stipulation for prorating. *Sun Insurance Office vs. Varble (Ky.)*, 41 L. R. A., 792.

A shipment was made over the Mobile & Ohio railroad, and connecting lines, and was damaged in transit. The bill of lading contained these provisions: "It is further stipulated and agreed that in case of any loss, detriment, or damage done to or sustained by any of the property herein receipted for, whereby any legal liability or responsibility shall or may be incurred, that company alone shall be held responsible therefor in whose actual custody the same may be at the time of the happening of such loss, detriment, or damage. * * * Notice. In accepting contract, the shipper or other agent of the owner of the property carried, expressly accepts and agrees to all its stipulations and conditions." The owner of the goods, without ascertaining or being able to show where the damage occurred, brought this suit against the initial carrier. That company relying upon the provisions here quoted from the bill of lading, denied its own liability unless it could be shown that the goods were in its custody when damaged. The court held, however, (two judges dissenting), that this was a contract for through carriage, that the connecting lines were merely agents for the initial carrier, and that the latter was liable under the contract notwithstanding that the injury may have occurred while the goods were in the actual custody of another line. *Kentucky Court of Appeals, Ireland vs. Mobile & Ohio River Railroad Co.* (49 S. W. Rep., 188.)

The Appellate Court of Indiana has affirmed the decision in favor of Joseph Heath, a stockman of Oxford, Ind., in his suit against the Big Four Railroad Co., for damages on account of delay in shipment. In January, 1897, the railroad delayed the shipment of three cars of cattle to the Chicago market so that they did not arrive until the market was over, whereby he sustained a loss. Mr. Heath brought suit in the Benton Circuit Court in September, 1897, and the railroad made a vigorous defense, looking upon it as a test case. The railway company contended that the delay was caused by the extremely cold weather prevalent at that time and that it was excused by the "stress of weather" provision in the contract. It also contended that he had waived the right to recover damages by reason of the stipulation in the contract to the effect that he would only claim, in case of delay, the expense he sustained for subsistence of the stock during the period of delay. It finally contended that because he had not made a verified claim within the time stipulated for, that he had no right of action at all.

MEETING OF SCOOP AND APRON SHIPPERS.

By A WITNESS.

Last week about eighteen scoop and apron grain shippers met by previous agreement in a restaurant at Springfield, Ill., and started an organization which the promoters claim will ruin every regular grain dealer who attempts to compete with a member of the combination. After filling up on pigs' feet and cornbeef and cabbage, those present took off their overshoes and overcoats preparatory to doing a little hard thinking.

As soon as Mr. Scoop of Pottersville, had finished picking his teeth with a fork he unbuttoned his vest, pushed his fingers through his long shaggy hair, arose in his place and read the following:

"Felar Sitisens, we have cum heer too talk Sum stepps too perteck our rites and forc the commissun man too Sendus Leters, markit reportts, bids an



The Society's Badge.

too Stop Supporting the associashuns of So-cald graen dealers also to Stop that Monopolestic yellow Sheat prented att Shecago i mus leev on the nex traen So wil not deetaen you longier. hoo wil you hav fur cheerman?"

Mr. Highbids: I nominate Mr. Oscar of Brown's Siding.

Mr. Roland: I object, beecause Mistair Ooskaar opperaits a elevator on the Wabash.

Mr. Highbids: I know that, but Mr. Oscar also buys at other stations and does everything in his power to beat other elevator men out of grain. He is recognized—

Mr. Huntington: If you are through stop talking. I would like to see our friend —

Mr. Highbids: If you have the floor, I will sit down.

Mr. Scoop: Mr. Highbids had not finished.

Mr. Highbids: Mr. Oscar is with us heart and soul. He is not recognized by other elevator men because their associations expelled him for refusing to stop fighting them. He is against them

and with us. He is a man of much experience in scoop shovel loading and can guess lower on the weight of a wagon load of grain than any man of my acquaintance. He stands in with the railroads.

Mr. Oscar being duly elected chairman asked what was next on the program.

Mr. Scoop: I have a important suggestion to make and as I mus go sune I want to say rite now that I hav made a naime an a mark fur this society which I wish you wud adop for I go. In the naime of the society I wil present this to our honured cheerman. It represents our scoops on a aprun, an I think represents our business. After I pasted the picture of the scoops on the peese of gunny sacking my dog Towser foundit and tore it nearly to peeces, but my daughter Nellie sued it, so it is alright. I move that it be adopted.

The name and badge being adopted, the chairman put on the badge which is represented herewith.

Mr. Mikle: I move that we have a committee on market reports and bids, I want bids and letters and—

Mr. Lewis: I want to get honest men to sell my corn for me at Buffalo and I think we should have a comity on commissun men or hire a man to sell for us.

The chairman: I think the first thing in order wud b the appointment of a comity on Rules. We can not do business with out rules, I wil apoint Mr. Scoop, Mr. Highbids and myself such a Comite. We will report when we get ready.

Mr. Hellig: I want to know if I will be admitted to this Society. I have a grain loader which I haul about on wheels. I always have and always will make the elevator men who buy in my market pay more for grain than it is worth. I am a fighter from—

Mr. Lister: Why don't you ship for the farmers at \$1.25 per car. Some scoopers do this and make as high as \$12 per car, but of course the farmers do not know it. I never buy grain; I ship for the farmers, it's more profitable. The farmers take all chances and I never lose.

Mr. Mikle: I want a strong Committee on Cars appointed. The elevator men and their associations have bribed the railroad ofishuls so that I can't get a car when the elevator men have a carload of grain in store ready for shipment. I want cars to keep my grain in. If this society cant get them for me I shall not join, for I will be forced out of business.

The Chairman: I think we shud protest against the railroads paying the elevator men for loading grain into cars. They don't pay me, but they do sum elevator men. That's why I cudent drive the elevator man at a station near me out of business. I wil apoint each member of the Society a comite of ten to rite a ringing letr to Mr. — I cant think of his name but he is in the freight office of the—

Mr. Scoop: I must catch my train, so I move that we adjourn. The next train will not get me home until nine o'clock.

Mr. Lewis: I have cum 547 miles and I object to adjourning until—

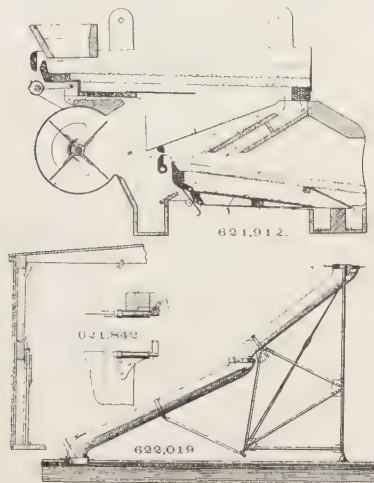
At this point someone grabbed the chairman's badge and the melee which followed prevented further business.

(If any readers learn of meetings being held we trust they will notify us.)

PATENTS GRANTED

William H. Prinz of Chicago, Ill., has been granted a reissue of letters patent No. 11,728 original number 580,627, on an apparatus for drying malt.

D. A. Robinson of Minneapolis, Minn., has been granted letters patent No. 622,019 (see cut), on a swiveled spout for elevators. This distributing spout for grain elevators is composed of an inclined upper revoluble spout section, and an inclined lower revoluble spout section supported upon and free to revolve with and about the lower end of the upper spout section, being above and free from the floor.



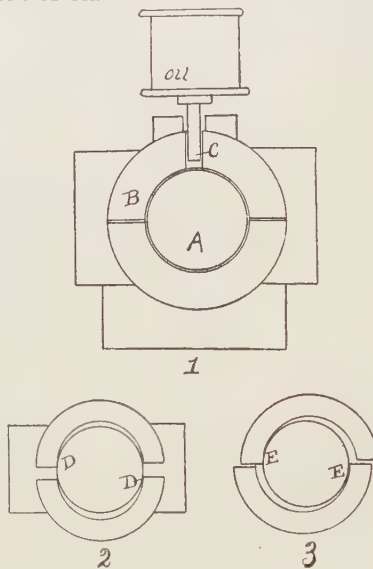
William A. McGuire, of Chicago, Ill., has been granted letters patent No. 621,842 (see cut) on grain-car door. The door is the combination with door guiding rods arranged on opposite sides of the door opening and flush with the door posts, and have at their lower ends sockets and at the upper ends hooks. The door has arms swiveled, in its opposite sides and is provided with laterally extending perforated branches embracing the door guiding rods, these branches rest in the sockets when the door is slid and fastens on to the hooks at the upper ends of said rods when the door is open.

Alfred D. Ferguson, of Odessa, Mo., has been granted letters patent No. 621,912 (see cut), on a grain or seed recleaner and grader. This machine consists of a suitable casing, having an opening, a pair of oblique partitions therein, and incline board connecting the partitions and communicating with the opening in the side of the casing, a reciprocatory shifting shoe above the partitions provided with a non-perforated bottom extending about half its length, sieves above the bottom and extending the full length of the shoe and over the open space between the upper ends of the partitions, an inclined sieve below the non-perforated bottom and the first named sieve, having its upper end terminating short of the rear end of the shoe so that part of the grain which passes through the first named sieves may fall down past the inclined sieve and between the partitions, there is also a fan used in connection.

An electric grain shovel has been invented by Capt. G. H. Couverette at Montreal, Que., to be applied to the floating elevators in Montreal harbor.

FIRES CAUSED BY MECHANICAL DEFECTS.

The insurance mechanical engineer of the present time has a great many new fire problems to deal with as a result of the introduction in manufacturing plants of higher speeded machinery, rapidly revolving shafting, and more complicated apparatus, writes Insurance Engineer in the Insurance Monitor. One of the results of this change in conditions has been the developing of trained fire insurance mechanical engineers, whose business consists in locating those defects in the arrangement or adjustment of machinery that are dangerous from a fire standpoint. One of these inspectors can discover numerous little defects in the equipment of any manufacturing establishment which, if not remedied, might cause a fire in time. Take the question of hot boxes for example. Hot bearings of shafts of machinery and power transmission systems are, as is well known to insurance men, the cause of many fires in factories, mills and elevators. In the old days of slow machinery the opportunity for a box to heat was not great, even if it were very dry from lack of oil.



But there has been a gradual increase in the speed of machinery, and at the present day the hot-box problem is one of importance to fire insurance men.

The general supposition is that a hot box is due to the failure of the workmen to lubricate the parts. In my own experience fully 90 per cent of the mill fires which were caused by hot boxes were due to other causes. A few sketches will assist in explaining. In Figure 1 is a section of a shaft and box. The shaft is marked A, and the sleeves, or bearings, of the box B. The oil is admitted through the feed tube C. Just as long as the conditions are right, sufficient oil will pass to the shaft to form a film between the shaft and the sleeves. As many films of oil will form as there is room for. If there were no sleeves, the shaft would take on several films of oil until the centrifugal force threw them off. The sleeves scrape off the oil to proper thickness so long as the shaft fits the box correctly, and the bearing is well lubricated and does not heat. But I do not always find the boxes in this condition. At one place where a fire had originated from a hot shaft box, the writer found

that the sleeves of the box were too small for the shaft, as in Figure 2. The edges of the sleeves contacted with the shaft at D—D, and not only scraped off all the lubricating oil, but caused frictional heat to such an extent as to ignite the woodwork.

In another mill they complained of a heavy shaft bearing heating and smoking. The case was reported before any damage was done. Figure 3 is a drawing of the box. The sleeves are too large for the box, as may be seen, with the result that the shaft wobbled in its bearing, and was badly scraped at E—E by the shoulders of the sleeves. The box and surroundings were covered with black oil, which had been ground out from the box, and presented good material for starting a fire. The box was taken apart, the grindings and soiled greases cleaned away, and new and correct sleeves put in; after which the box ran without grinding and heating.

(To be continued.)

BOOKS RECEIVED.

SPECULATION: WHAT TO AVOID AND WHAT TO SEEK, is a pamphlet sent free on application to its author, John Hill, Jr., 511 Rialto building, Chicago, a member of the Chicago Board of Trade for twenty years.

ROPE TRANSMISSION is the title of a very interesting catalogue recently issued by the Dodge Mfg. Co., of Mishawaka, Ind., which explains very thoroughly the Dodge Patent American System of Rope transmission. This brochure is profusely illustrated by large half-tone engravings of plants where this system is in actual service in various parts of the United States. It also makes a comparison between the English and American System, setting forth the great advantages of the latter over the former. This book is of value to any one who is interested along this line.

ELEVATOR LEAKS, HOW TO STOP THEM, is the title of a small but very interesting pamphlet issued by Thos. F. Hall, of Omaha, Neb., the inventor and patentee of the Hall Grain Distributer and Indicator. This booklet fully describes the grain distributer and overflow indicator, and explains how it absolutely prevents mixing of grain during the process of distribution between the turn spout and bins and how it automatically notifies the operator when the bin is full. A copy of this booklet can be had by addressing Mr. Hall at 2215 Sherman street, Omaha.

TRADE AND COMMERCE OF THE CITY OF ST. LOUIS, is the title of the annual statement of the Merchants' Exchange of St. Louis for the year 1898 as reported by its secretary, Geo. H. Morgan. This report gives a very complete account of the business transacted in that city for 1898 in all lines, as well as a complete detailed statement of grain handled in 1898, and a comparison with the amount handled in 1897. It gives the receipts of grain at St. Louis during 1898 at 54,273,000 bushels, which, while less than in 1897, is 3,000,000 more than in 1896. During the year 13,071 cars of wheat was inspected, 1,448 being spring wheat. Receipts of hay were 160,000 tons, and the shipments 46,000 tons. The Merchants' Exchange now has the largest membership of any exchange in the country except the New York Produce Exchange.

NEBRASKA.

The elevator at Rulo, Neb., has been reopened.

Jones & Co., of Winnetoon, Neb., have just completed a 15,000-bushel elevator.

J. W. Bailey & Co., of Brock, Neb., have recently installed a Pease dustless separator.

A. G. Hagadorn of Curtis, Neb., will build a 20,000-bushel elevator adjoining his mill.

Paul Beck, of Kramer, Neb., has traded land for Robb & Son's elevator at Wabash, Neb.

Kindly send us the grain trade news of your vicinity, and report the condition of crops.

H. H. Bartling, of Nebraska City, has bought the elevator of G. L. Burgess at Julian, Neb.

J. W. Bailey, of Brock, Neb.: Grain is moving very slow. The weather is hard on wheat.

The Grain Dealers' Association of Nebraska will hold its annual meeting at Lincoln tomorrow.

F. Devore and John Mullen have the contract to build the elevator of S. Y. James at Prairie Home, Neb.

Jesse Starbuck, of Hebron, Neb., writes: There will be no new elevators built, and no new firms started.

N. B. Updike, of Omaha, has purchased the 8,000-bushel elevator of the Swedeburg Elevator Co., at Swedeburg, Neb.

G. W. Wirt, grain dealers at York, Neb., has filed a petition in bankruptcy, scheduling \$31,000 liabilities and \$50 assets.

The Union Lumber & Grain Co. have relinquished their grain business to the Elmwood Mill & Elevator Co., at Elmwood, Neb.

J. A. Dakin will have charge of the elevator just completed at Douglas, Neb. Motive power is supplied by a gasoline engine.

The Nye & Schneider Co. has purchased the 8,000-bushel elevator of C. C. Conner at Martland, Neb., taking possession March 17.

T. M. Wright, of Wright & Spahr, Fairmont, Neb., says they will rebuild with 30,000 bushels capacity, putting in new machinery and steam power.

The Nebraska State Grain Dealers' Association will hold its annual meeting at Lincoln tomorrow afternoon and elect officers for the ensuing year.

Belsley, Allen & Co., of Bellwood, Neb., write: We believe there will be no elevators or storehouses built or repaired in this vicinity this year.

Agents of the Central Granaries Co., operating 65 elevators on the Burlington road, report that the condition of the winter wheat in Nebraska is about normal.

McReynolds & Co., grain receivers and commission dealers of Chicago, have recently opened a new office at Beatrice, Neb., with E. E. Clancy as manager.

W. H. Butterfield & Son, of Creighton, Neb., will complete their 25,000-bushel elevator early in April. The new house replaces the one burned some time ago.

Jesse Starbuck, of Hebron, Neb., writes: Very little wheat is to come from this section of the country. But little corn is in farmers' hands and the greater part of the old crib corn has been marketed. The outlook for the growing wheat is very bad. There

has been no spring work done by farmers, as the ground is still frozen hard.

J. W. Bailey & Co., of Brock, Neb., write: We are remodeling our elevator, putting in hopper-bottom bins, hopper scales and Fairbanks 4-h. p. gasoline engine, made by Fairbanks, Morse & Co., of Chicago.

Reports to the state board of agriculture on the growing wheat from the various counties south of the Platte indicate that the loss is the heaviest in the state's history, being more than one-half. Sixty per cent is believed to be a very conservative estimate of the loss.

The bill pending in the Nebraska Legislature (H. R. No. 331) to prevent combinations in the buying and selling of live stock and produce, was disposed of very effectively April 1, by the Senate deciding to consider, from that date until adjournment, no bills but appropriation bills.

Shippers in Nebraska, southwestern Iowa and northwestern Missouri will be pleased to learn that L. R. Cottrell will represent the well known firm of Daniel P. Byrne & Co., of St. Louis, in their territory. Mr. Cottrell has opened an office at 220 Board of Trade, Omaha, where he will mail each day to dealers who request it their daily market letter quoting St. Louis closing cash and future grain markets.

The Nebraska Grain Dealers' Association, which will hold its annual meeting at Lincoln, Neb., April 11, continues to gain members. During February it admitted 17 new members representing 27 elevators and during the first half of March it secured 5 more members representing 7 elevators. The association now has 300 members representing 560 elevators. The Nebraska elevator men know a good thing when they see it.

H. H. Wirt of Broken Bow, Neb., writes: R. W. Wirt, at Cairo, Neb., will enlarge his elevator so as to double its capacity and put in a 10-h. p. Otto gas engine, besides making other improvements. F. M. Curry, of Broken Bow and C. M. Jaques & Co., of Lincoln, Neb., will each build at once a new elevator on the new B. & M. branch from Arcadia at Sargent and Manchester. Wilson Bros. will at once double the capacity of their elevator at Berwyn, Neb.

MICHIGAN.

The grain warehouse at Greenville, Mich., was burned on the night of April 1. Loss, \$15,000.

C. D. Burdick of Montague, Mich., in one day recently shipped ten cars of wheat to Grand Rapids.

E. H. Lake, of Holly, Mich., writes: I am strongly figuring on putting up a potato and hay house this summer.

The elevator which is to be built by a stock company at Bad Axe, Mich., will be operated by J. H. Muchler and Lute Truax.

R. Q. Heath, A. F. Reinecke and Chris Schlosser recently examined the elevator at Richmond with a view of getting pointers for the elevator to be built at New Baltimore, Mich.

E. H. Lake, of Holly, Mich., writes: Wheat fields have been well protected by snow all through March and are believed not to be damaged. The acreage was large, and was put up in fine condition. Not to exceed two per cent of potatoes were frozen.

A Detroit grain receiver who found that nearly all customers threw his daily market letter into the wastebasket has stopped sending it out, and uses two-thirds of a column of the Detroit Daily Market Report to glorify himself on the discovery. He should advertise in the Report, and thus prevent such ruthless waste of his gray matter.

TEXAS.

C. F. Witherspoon, of Denton, Tex., writes: Unless we have rain soon the grain crop of Texas will be very light.

J. M. Osborne, of Eddy, Tex., writes: All corn was killed down on the night of Monday, March 27, and another cold wave struck us March 31. No changes or improvements that we know of will be made in the grain warehouses here.

C. F. Witherspoon, of Denton, Tex., writes: A new elevator is being built in Pilot Point, this county. George Light of the Farmers' & Merchants' Bank, Pilot Point, is, I understand, principal stockholder. Some minor improvements are being made here.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports that during March 1,347,000 bushels of wheat and 406,000 bushels of corn were exported from Galveston, compared with 760,000 bushels of wheat and 1,376,000 bushels of corn during the preceding March.

R. M. Woodard, of Plano, Tex., writes: The dry weather here and the late freezes have injured almost all grain except oats, corn having to be planted over, and wheat being damaged materially. Very dry weather will of course injure wheat also. This is the largest grain shipping point in Texas, and, with possibly one or two exceptions, in the South, where grain is received from farmers' hands. J. T. Stark has his sheller plant running day and night and receipts of corn up to last week were very heavy. All of it is going to the domestic trade, which is paying prices much in advance of export.

Secretary E. H. Crenshaw, of the Texas Grain Dealers' Association, in a recent circular letter points out the benefits secured by the Association and gives several good reasons why every regular dealer should join. A grain dealer, who enjoys the full benefits of reductions, in insurance and freight rates, together with other advantages, obtained, alone, through organized efforts, is none the less indebted, to the Texas Grain Dealers' Association, for them. It is not credible that any reputable, fair minded grain dealer will receive and enjoy the full benefits of Association work, in securing these reductions, and at the same time withhold his cooperation and support from the organization.

Rall & Smith, of Fort Worth, Tex., write: There is much talk of elevators, but business and improvements are slow at present, and nothing is being done at this point. We understand that Midlothian is actually building an elevator, for which they can bless Cal. Majors. Quite a good deal of storage capacity is being arranged for. We have built a house at Terral, I. T., and will build at two other points. Many grain men of late are paying the business more attention owing to the work of our association, and all seem to realize the great privilege of settling differences out of court. All are looking forward to a pleasant excursion to Mexico

in May. The only large deal in oats we have heard of for some time is the A. S. Lewis oat contract at fabulous prices and quantities.

ILLINOIS.

At Sabina, Ill., a 5,000-bushel elevator is being built.

Frank W. Clisby has about completed his new elevator at Chesterville, Ill.

The Crocker Elevator Co. writes that it will build at Maroa and Oreana, Ill.

The Chicago Dock Co. will issue \$700,000 bonds to continue its operations.

Morrison & Grindley have bought the elevator of B. P. Staley at Thomasboro, Ill.

E. W. Bishop is about to build a grain elevator near his mill at Watseka, Ill.

Risser & Co., of Kankakee, Ill., contemplate building an elevator at Saunemin.

A. Tolman, Jr., has taken possession of the elevator which he has leased at Kewanee, Ill.

E. S. Herron is building a steam power elevator of 50,000 bushels capacity at Milford, Ill.

The annual meeting of the Illinois Grain Dealers' Association will be held at Decatur early in June.

The telegraph wires have been restored to the room where privilege trading is conducted at Chicago.

J. C. Wheeler has bought the interest of J. F. Hinton in the grain business of Hinton & Wheeler at Fisher, Ill.

A grain elevator of 25,000 bushels capacity will be erected at Carlinville, Ill., by the St. Louis Milling Co.

Farmer, Harris & Co., of Big Rock, Ill.: Lots of oats and corn is still in farmers' hands in this neighborhood.

A handsome Easter card souvenir is being sent to its friends by the Pratt-Baxter Grain Co., of Taylorville, Ill.

Thos. Adams, of Malta, Ill., has purchased a complete standard elevator outfit from the E. H. Pease Mfg. Co.

Philip Eric, of Springfield, is negotiating the purchase of the elevator of J. A. & P. S. Bronaugh at Carlinville, Ill.

The Kennedy bill, which passed the house on a vote of 115 to 8, was on April 5 referred to the senate warehouse committee.

A. M. Gard of El Paso, Ill., has purchased the grain business of John B. Wright at Varna. Mr. Wright will remove to Lacon.

A. I. Valentine, who was suspended two years ago, has applied for reinstatement as a member of the Chicago Board of Trade.

C. A. Burks, Bement, Ill., writes: This winter weather in spring is not enjoyable to say the least. I fear it is injuring our wheat.

Crapp & Leas, of Cole Valley, Ill., have purchased a complete outfit of machinery for their elevator from the E. H. Pease Mfg. Co.

Farmer, Harris & Co., of Big Rock, Ill., write: We do not know of any new elevators to be built in this district. No new firms will enter the business.

Alva Deffenbaugh, of Monarch, Ill., has installed a new stand of elevators in his house, at Sabina Station, Ill., furnished by the E. H. Pease Mfg. Co.

E. R. Ulrich & Sons, of Springfield, Ill., write: We have purchased the elevator and have succeeded to the grain business of Bronaugh Bros., at Virden, Ill.

The Wheaton Elevator Co. has been incorporated at Normantown, Ill., with \$12,000 capital stock, by Thomas Stewart, Jr., George W. Schmidt and James Clow.

B. Gulshen, Hersher, Ill., called recently and reported: Only one-third as much corn in farmers' hands as last year. Oats in farmers' hands, about as much as usual.

Morrison & Grindley, of Thomasboro, Ill., have purchased the elevator and grain business of R. Messersmith, at Savoy, Ill., for \$4,500, and will take possession May 1.

Eli Trust has purchased the interest of Frank Wells in the grain business and general store of Van Vleck & Wells at Deer, Ill., and the firm name will be Van Vleck & Trust.

Harry Squire will succeed George A. Starz as buyer at Green Valley for the Smith-Hippen Grain Co., of Pekin, Ill. Mr. Starz has resigned his position to go to Louisville, Ky.

It is claimed that a shipment of 100,000 bushels of oats recently from Chicago to New York for export was taken by the Lehigh Valley at a cut of 2½ cents from tariff rates.

Sweeping of cars on the E., J. & E. Railroad at South Chicago has been discontinued, for which the country grain shippers have the Board of Trade Weighmaster of Chicago to thank.

Moore & Son, of Brimfield, Ill., write: We have sold out to our opponent, J. M. Dungan, and will give possession May 1. Mr. J. H. Moore will retire and S. H. Moore will go to the Pacific coast.

John Sipp, of Bourbon, Ill., writes: The wheat crop here is not very promising. No elevators are to be built in our district that I know of. No new firm will enter the business in this place.

The Pratt-Baxter Grain Co., at Raymond, Ill., with commendable enterprise, is offering inducements to farmers to club together and buy a carload of good white seed corn for the '99 crop.

The Miller-Rathbone Commission Co. has been incorporated at Chicago to deal in grain, stocks and bonds. Capital stock, \$50,000; incorporators, L. D. Miller, P. D. Rathbone and James Hibben.

Eugene E. Adams, proprietor of a grain elevator at 40th and Wallace streets, Chicago, has made a voluntary assignment to William H. Perry, scheduling \$28,500 assets and \$29,200 liabilities.

Morrison & Grindley, grain dealers of Thomasboro, Ill., have purchased an elevator at Claytonville, Ill., for \$5,000, and will take possession June 1. Last spring they sold their elevator to Staley & Ricketts.

Schneider Bros. have bought the large elevator and lumber yard of Heinzman & Co., at Metamora, Ill. Joseph Wagner, the junior member of the firm, will run the elevator formerly owned by J. W. Andrews.

J. A. Edwards, of the Chicago Board of Trade, has refunded to the State National Bank of Logansport, Ind., the sum of \$10,000, a part of the money lost in speculation by John F. Johnson, who wrecked the bank.

The Chicago Board of Trade directors appointed the following committee to lobby at Springfield against the bill making car service charges a lien on the property: Lloyd Smith, J. W. Fernald, J. W. Watkins, P. Eschenburg, C.

A. Davis, F. Winans, W. L. Kroeschell, Frank Maurer and H. C. Edwards.

Daniel J. Murphy, formerly with Norton, Switzer & Co., and S. H. Woodbury, of William Young & Co., have formed a partnership to do a commission business on the Chicago Board of Trade, as S. H. Woodbury & Co.

Charles Mann, of Beecher City, Ill., writes: I expect to enlarge my elevator and make arrangements to handle my grain on a cheaper scale. I do not know of any new firms, or of any new elevators to be built this season.

J. G. Hermann, of Ashmore, Ill., writes: I intend to build a broom corn warehouse this spring, size 150x42 feet. I also intend to build an elevator with storage capacity for 50,000 bushels, which I intend to use exclusively for the storage of oats.

Charles Mann, of Beecher City, Ill.: Corn in this territory is all gone. No wheat in farmers' hands. Growing wheat is in bad condition. Some oats have been sown, but the weather is bad and the ground wet. Farm work is generally backward.

A. W. Augspurger, of J. A. Augspurger & Son, grain dealers at Farmer City, Ill., was in Chicago recently. Mr. Augspurger says farmers are selling new corn and holding old corn. They have about the usual amount of corn on hand. Less oats is in farmers' hands.

A bill has been introduced in the Illinois Legislature providing that a man guilty of breaking a verbal contract in regard to a sale of grain cannot be held legally responsible under the criminal statutes. Do the farmers wish to escape liability for contracts to sell which are not recorded in writing?

A bill has been introduced in the Illinois Legislature to make 68 pounds a bushel of ear corn, instead of 70 pounds as at present. A bushel of ear corn is 70 pounds in New York, Michigan, Wisconsin, Missouri and Iowa; and 68 pounds in Indiana and Ohio. The grain buyers may soon be forced to buy by the 100 pounds.

T. S. Paugh, of Lodge, Ill., writes: My judgment is that 50 per cent damage does not tell the extent of the injury to wheat. A farmer at this place who has on his farm over 100 acres of wheat that before winter set in was as fine wheat as could grow, says that it is all killed. He is going to seed the plot to oats. I know of other fields that are in the same condition.

The D. H. Stuhr Grain Co., of West Hammond, Ill., writes: The contract for the annex to our elevator has been let to the Dodge Manufacturing Co., also the changes that are to be made in our present elevator. The capacity of our new annex will be about 400,000 bushels, which added to our present elevator capacity gives us 700,000 bushels. The plant is equipped with the latest style of machinery for handling grain.

John Hill, Jr., who for three years was a prominent leader in the fight against the bucket shops, a member of the firm of McCourtie & Hill for eight years, and for eight years previously in the grain business alone, has formed a new firm, which began business April 1 as John Hill, Jr. & Company, and is composed of John Hill, Jr., president, and S. H. Greeley, secretary. John Hill, Jr., & Company, are members of the Board of Trade, and will do a cash grain commission business and execute

orders for future delivery. A market letter is issued daily from their office, 511 Rialto building, Chicago.

Cooper Bros. will reopen the stone elevator at Rochelle, Ill., recently operated by D. Ringle, having refitted the elevator at a cost of \$1,500, and installed a gasoline engine. Howard Cooper will keep the books. Lynn Cooper, who was with D. Ringle a number of years, will have general charge of the outside work, buying, grading, loading, etc. Cooper Bros. are well known as young men of integrity and energy and are backed by abundant capital.

The grain received at the American Maltng Co.'s houses in Chicago is not weighed by the Board of Trade weighmaster as some barley shippers seem to think. The weighing at its plants has not been done by the official weighmaster since the company was organized. The weighing is done by the Maltng Co., but it seems that the Western Weighing Association issues the certificates, and this has misled some to believe their grain was weighed by disinterested public officials.

The Churchill-White Grain Co. has secured a suite of offices in the new part of the Chicago Board of Trade just opened on the seventh floor. The rooms are large, well lighted and have high ceilings. Looking north from the offices one has a clear view of La Salle street to the river. It is surely one of the most pleasant offices in the board; a fact the board of directors quickly discerned and captured the same offices on the opposite corner as their own. The officers of the Churchill-White Grain Co., which was incorporated recently, are: M. Churchill, president; Geo. A. White, formerly of Southworth & Co., Toledo, treasurer and manager, and Samuel Beaumont, secretary.

The politicians in the Illinois legislature are seeking to provide another pap trough for the gang, and have introduced a bill (House 570), entitled, "A bill for an act creating and establishing the office of chief weighmaster and prescribing the duties thereof." The bill is rather ambiguous, but if passed might cause a world of trouble for country elevator men. Sec. 2 provides that: "It shall be the duty of such chief weighmaster to have general supervision of the weighing of all grain as it is taken into or out of every warehouse or elevator in this state, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses." The board also has power to fix the charge for weighing. What a mighty gang of ward heelers could be furnished bread and butter by such a department and at the expense of the elevator operators of the state. The bill should be killed quickly.

MARYLAND.

What has become of the Western Maryland Grain Dealers' Association?

William M. Vickers, a commission merchant and an old member of the Baltimore Chamber of Commerce, died March 18, aged 78 years.

PACIFIC COAST.

The elevator and mill at Genesee, Idaho, are undergoing repairs.

Brokaw Bros., of Stanwood, Wash., have succeeded the Garvin-Chandler Co., dealers in grain, hay and feed at Tacoma.

To prevent a corner in grain sacks the directors of the California state prison have decided to sell bags in lots of not more than 5,000.

KANSAS.

C. B. Gaunt, of Simpson, has retired from business.

Read about chattel mortgages on grain in this number.

Send us notices of new elevators, new grain firms and business changes.

Every regular dealer should join the Kansas Grain Dealers Association.

Secretary Smiley, of the Kansas City Association, is collecting information for a crop report.

The Canton Milling Co. has succeeded to the grain business of B. F. Stephens at Canton, Kan.

The O'Neil Hardware and Poultry Co., grain elevator, at Axtel, Kan., has been succeeded by D. C. O'Neil.

Baldrige & Son, of Bunker Hill, Kan., write: We expect to put in a gasoline engine in place of steam power.

John Ketchersid and Levi Staggs, doing business as the Hope Mill & Grain Co., Abilene, Kan., have dissolved partnership.

Ward & Ayres, of Gardner, Kan., write: There will be no new elevators built here. No new firms will enter the business.

The ground is being excavated for the new elevator of Victor G. Nelson, grain buyer at Falun, Kan. The equipment will include a gasoline engine.

W. T. Buck, of Vliets, Kan., writes: I think our wheat crop will not amount to much here this year, as I think it has been badly damaged by the severe cold weather.

R. B. Quickel, of Herington, Kan., writes: The growing wheat crop is slow, but I think it will come out all right. We had two inches of snow on the morning of March 28.

Baldrige & Son, of Bunker Hill, Kan.: Crops are damaged from 25 to 40 per cent; not less, probably more. No wheat is moving, nor do we expect any will until after the condition of the crops is known fully.

F. D. Coburn, secretary of the Kansas State Board of Agriculture says: It is just as easy to predict one thing as another just now. A few days warmth and sunshine will probably bring out a good deal of wheat that now appears to be dead.

W. T. Buck, of Vliets, Kan., writes: I am thinking about either building another grain elevator somewhere on the Central Branch Railroad, or buying one already in operation, some time during the season. Am also thinking about opening a lumber yard at this place.

M. Worthy, Wetmore, Kan., writes: There is no grain to handle here to amount to anything. We have no wheat, and corn is fed mostly to stock. I do not look for over 10 to 15 cars of corn this summer to be shipped from this point, outside of what old corn J. T. Bristow has cribbed, 6,000 to 8,000 bushels.

Ward & Ayres, of Gardner, Kan., write: The late spring will diminish the acreage of oats and increase the acreage of flax in this section. Wheat is damaged about 25 per cent. Business is very quiet; not much grain is moving. Feeders will consume about all of

the corn and there will be none to ship out.

The Blue Rapids Grain & Live Stock Co., of Blue Rapids, Kan., writes: The grain trade is at a standstill in this territory. Roads are impassable with any load. Farmers say wheat is injured from 20 to 50 per cent. The snow covering of late, I hope, will improve its appearance, as growing weather will soon come.

The court of visitation which succeeds the Kansas state board of railroad commissioners was appointed recently by Governor Stanley. C. B. Graves of Emporia, is presiding judge; L. C. Crum of Oswego and J. G. Posthwaite of Jewell City, judges. Ex-Judge A. J. Myatt of Wichita was appointed solicitor.

The Miller Grain & Stock Co., of Chetopa, Kan., writes that it will soon be succeeded by F. P. Miller & Son, dealers in grain, hay, flour and seeds. North Bros., of Chetopa, contemplate going into the grain and lumber business. The J. W. Melvin Grain Co.'s elevator at Chetopa was burned a short time ago and they have engaged in the business at Wasson, I. T.

That the Kansas Grain Dealers' Association is not without friends and supporters on the Kansas City Board of Trade, is shown by the recent action of the grain men at Kansas City in subscribing \$500 to keep the check weight bureau on its feet while receipts do not pay expenses. Of late, receipts at Kansas City have not exceeded 100 cars per day. The money is to be repaid after the next harvest.

The following firms of Kansas City, Mo., have recently resigned their membership in the Kansas Grain Dealers Association: Geo. A. Adams Grain Co., Benton Grain Co., Bomgardner Grain Co., Brodnax & McLiney, Corbin Com. Co., E. D. Fisher Com. Co., P. T. Hamm & Co., Freeman Grain Co., Alfred Hertz, Samuel Hardin Grain Co., Inland Grain Co., Murphy Grain Co., A. J. Poor Grain Co., Simonds Grain Co., Smith Grain Co., Walker Grain Co.

The following firms have recently been admitted to membership in the Kansas Grain Dealers Association: Chas. F. Orthwein & Sons, St. Louis, Mo.; Chas. Counselman & Co., Chicago, Ill.; Geo. H. Bidwell, Mullenville, Kan.; Stafford Mill & Elevator Co., Stafford, Kan.; G. W. Williams, Thayer, P. O. Chanute; John Griffiths, Baileyville, Kan.; W. T. Daniels, Scottsville, Kan.; J. F. Wellington, Klipp, Kan.; A. F. Abernathy, Scottsville, Kan. Secretary Smiley expects soon to have every regular dealer in the state in the association.

A. E. McKenzie, Kansas state grain inspector, has made the following appointments: Chief clerk, A. D. Crotts, Pretty Prairie; deputy grain inspectors, Atchison district, R. B. Clark, Atchison; Leavenworth district, John Wilson, Leona; Wellington district, J. C. Horn, South Haven; Coffeyville district, E. D. Morgan, Coffeyville; Winfield Dist., G. McCarthy, Winfield; Kansas City district, W. J. Graham, Kansas City, Kan.; Chas. E. Lowe, Kingman; J. P. Chess, Burlington, John Hugos, Norway; A. McPhail, Bridgeport, S. H. Nikirk, Junction City. The deputies for the district of Parsons, Wichita and Topeka have not yet been named.

OHIO.

Straker Bros. will build an elevator at Osgood, O.

The Southern Ohio Grain Dealers' Association will meet at Washington C. H., April 18.

William Moses has bought the interest of J. W. Rock in the grain business at Carrollton, O.

Frank Bartlett intends to build a grain elevator on the Lake Shore Railroad at Pettisville, O.

William Dorn of Kenton, O., will remove to Ohio City to engage in the grain and stock business.

Semler Bros., of Oxford, O., have purchased a site on which to erect an elevator of 21,000 bushels capacity.

Plans have just been completed for a 10,000 bushel elevator and 5,000 bushel corn crib to be built by L. Simonton at Lebanon, O.

D. S. Younce & Son, of Kessler, O., write: The wheat is badly damaged here. It looks now as if it would make about half a crop.

Charles T. Bishop, of Centerburg, O., writes: No mills or elevators are to be built or repaired in this section of the country that I know of.

D. S. Younce & Son, of Kessler, O., write: A new elevator is going to be built at West Million, O., and the firm's name will be Peiffer & Miller.

Ireton Bros., of Van Wert, O., have recently installed a No. 66 New Process Corn Sheller and Cleaner purchased from the E. H. Pease Mfg. Co.

Brecourt, Wolcott & Co., of Conover, O.: We will purchase a new 75-h. p. gasoline engine about June 1, in place of the 25-h. p. engine now in use.

S. G. Chamberlain has purchased the interest of L. B. Chamberlain in the elevator and grain business at East Liberty, O. Mr. Chamberlain will sell the property.

H. H. Baer, of Covington, O., writes: E. Kindell has leased a half interest in his elevator, and the firm name is Kindell & Ruby. They have put in a gas engine and made other improvements.

The Big Four has removed some of the restrictions on the four-cent rate on grain from trans-Mississippi points through Cincinnati, and it is believed the limit of 72 hours time for reconsignment will be extended.

H. H. Baer, of Covington, O., writes: We have a fine prospect for wheat and a large acreage. The tobacco crop is the largest ever raised. Covington, O., during the last few days has paid out to farmers \$50,000 for tobacco.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, every Friday of the year, for two (\$2) dollars. Both are invaluable to the trades they represent. Try them.

The April 1 report of the Ohio State Board of Agriculture gives the condition of winter wheat at 85 per cent of a full average. It is estimated that 26 per cent of the crop of last year is in the hands of the growers. Rye is 87 per cent, barley, 84; corn in crib, 98; remaining unhusked, 8 per cent.

Dewey Bros., of Blanchester, O., write: Boden Bros., grain dealers and millers at New Vienna, have just remodeled their mill, putting in some new rolls and a plansifter. We intend to remodel our mill at Leesburg this spring and increase the capacity to about 100 barrels. We will let the con-

tract within the next two or three weeks.

J. H. Motz & Co., of Brice, O., write: We have just finished work on our elevator. We have remodeled it throughout with new shafting and new machinery. We have put in a new 50 h. p. engine and boiler. We have built a brick power house and a new office. Now we have a modern plant of 30,000 bushels capacity.

MISSOURI.

The St. Louis & Memphis Railway will build an extension of 14 miles. Seth S. Barnes of New Madrid, Mo., is president.

Otto Swaller, of Hays City, Kan., has removed his family to Kansas City, Mo., where he is connected with the Standard Grain & Milling Co.

Col. John W. Moore, president of the Kansas City Board of Trade, has returned from his trip to Mexico with his health greatly improved.

The postal authorities having refused to carry the Kansas City Market Reporter at newspaper rates, its publication has been discontinued.

A squeeze in May wheat was engineered recently on the St. Louis Merchants' Exchange by Thomas Francis, associated with a few other bull operators.

J. H. Kracke, of St. Louis, has bought the Tebo Mill and Elevator at Clinton, Mo., and will enlarge the elevator to 100,000 bushels capacity. He will enlarge the mill to 500 bbls. capacity.

From Kansas City to Galveston the rate on wheat and corn has been reduced by the M., K. & T. railroad to 11 cents per 100 on carloads of 60,000 pounds minimum weight. This is a reduction of 10 cents on wheat and 8 cents on corn.

Daniel P. Byrne & Co., grain receivers, at St. Louis, Mo., writes: Business in our line is, and for some time has been, very dull on account of bad roads in the country. We hope the situation will improve later on and that we will have plenty of business.

Alexander Glass, of Freeman, Mo., writes: I have bought the January Elevator, built some 20 years ago, with 10,000 bushels capacity. I am fixing up the old machinery and putting in some new. I will be fixed to handle and shell 2,500 bushels of corn per day. Flaxseed is the principal crop that has been shipped for some time from this place.

The Missouri state crop report gives the condition of wheat at 66 per cent. Some fields are thought to be killed. Warm showers may materially change estimates. Sixteen per cent of 1898 crop is in farmers' hands—held largely for home use. Corn—Per cent of 1898 crop in farmers' hands estimated at 23, against 25 per cent last year—will be largely consumed by stock now on feed. Oats—Acreage probably 83, but weather conditions too unfavorable for estimating.

The Board of Trade Clearing-House Association has been incorporated at Kansas City, Mo., to buy, sell, receive, store and deliver all kinds of grain, and receive and handle commissions and make settlements on the Kansas City Board of Trade. The association will facilitate trading in local grain futures and protect outside traders against loss by failure of individual operators. Capital stock, \$5,000; president, J. H. Hidleston; vice-president, Charles C. Orthwein; second vice-president, W. T. Kemper; treasurer, E. O. Moffatt; secre-

tary, J. Chisholm, all of whom are members of the Board of Trade.

SOUTHEAST.

Grain trade news items are always welcome.

W. S. Jenkins, of Teesburg, Va., will build an elevator of 15,000 bushels' capacity.

H. B. Phillips and others, of Owensboro, Ky., are interested in a plan to build a storage elevator costing \$20,000.

W. W. Radford, Howell, Ky., writes: I am thinking of building a 20,000-bushel elevator this season. I do not know of any other improvements in this section.

The Eisenman Grain & Commission Co. has been incorporated at Louisville, Ky., with \$2,000 capital stock, by L. F. Eisenman, N. A. Eisenman and Henry Haarkoetter.

W. W. Radford, Howell, Ky.: Wheat in this section that is not sown in fertilizer will average not over 30 per cent of a crop, and not a great many farmers use fertilizer.

L. A. Carr, dealer in grain and feed at Charleston, W. Va., and president of the Kanawha & Ohio River Packet Company, died March 21 of paresis. He was 47 years old and wealthy.

George & Co., of Meridian, Miss., have been awarded the contract to supply the government with 1,000,000 pounds of oats at \$1.34 for Havana and \$1.37 per hundred for Matanzas delivery.

W. H. Wells, civil engineer, Southern Railway Co., Washington, D. C., writes: Our company has been considering the erection of an elevator at Pinner's Point, Va., opposite Norfolk, but as yet nothing definite has been decided upon.

S. H. Cassidy & Co., of Dycusburg, Ky., write: The wheat crop prospect is very discouraging. Fully one-half or more of the late sown is no good. All farm work is very late. Scarcely any spring plowing done. Very light oat crop will be sown. No corn land has been broken. The hard freeze of March 27 injured tobacco plants.

Alfred Brandeis, secretary and treasurer of the Southern Grain Association, Louisville, Ky., writes that the association is meeting with pronounced success. At present three score members have been enrolled, and new ones are coming in all the time. A large number of western grain firms have signified their approval of the association's objects.

William A. Thompson, of W. A. Thompson & Co., grain dealers at Louisville, Ky., has been appointed buyer of all the grain to be used by the big combination known as the Kentucky Distilleries & Warehouse Company. Mr. Thompson is personally acquainted with every distiller in Kentucky and his appointment is received with pleasure by the many friends he has made in the trade.

The Washington Grain Elevator of S. S. Daish & Sons, at Washington, D. C., was damaged by fire on the morning of March 26, and the adjoining hay shed was totally destroyed. The hay shed covered 3,000 feet of space and contained 1,000 tons of hay, 800 tons of straw and a quantity of mill feed. Thirty horses were saved. Loss, \$40,000; insurance, \$25,000. A discharged negro teamster is under arrest, charged with having started the fire.

IOWA.

Join the grain dealers association of your district.

Jas. Odell will build an elevator this summer at Farragut, Ia.

W. A. Morlan, dealer in grain and stock at Adaza, Ia., is dead.

Frerichs Bros. contemplate building an elevator at Wellsburg, Ia.

Wm. Wells is no longer engaged in the grain business at Braddyville, Ia.

Wm. Cool will re-enter the grain business at Cumberland, Ia., September 9.

Gehlen Bros., grain dealers at Oyens, Ia., have installed a gasoline engine in their grain elevator.

The Duluth & New Orleans will build this year from Osage south to Des Moines, Ia., 140 miles.

Tests of seed corn in Iowa show that the vitality of last year's crop ranges from 25 and 40 to 75 per cent.

G. J. Stewart & Co. have sold their lumber business at Milo, Ia., but will continue in the grain business.

E. W. Sheldon & Co., who operate a 12,000-bushel elevator at Percival, Ia., may build an elevator at McPaul.

J. L. Gwynne, of Imogene, Ia., will remove his elevator and put in a shelling outfit, also a gasoline engine.

H. N. Drummond has succeeded to the business of Hughes & Co., dealers in grain, lumber and coal at Guernsey, Ia.

The Trans-Mississippi Grain Co., of Omaha, has purchased the 10,000-bushel elevator of Robert Henderson, at Ross, Ia.

C. A. McFarland is said to be attempting to conduct a scoop shovel grain shipping business at Yorktown, Ia.

Charles F. Davis, of Davis & Anderson, Pacific Junction, Ia., informs us that they will build an elevator at that point.

A. E. Moerke is building a new elevator at Spencer, Ia. The machinery for same will be furnished by the E. H. Pease Mfg. Co.

G. Hais, Eddyville, Ia., writes: No elevator will be built here, and no new firm will open up. Grain here is mostly fed to stock.

Mr. Jessen has started a new elevator at Titonka, Ia. This is the third elevator to be started at this new town on the branch road.

Walter Riggs, of Riggs Bros. & McCafferty, Kent, Ia., informs us that a new seed cleaner will be put in their 10,000-bushel elevator.

It is said that the Trans-Mississippi Grain Co. has bought the business of R. Henderson at Ross, Ia., and will build an elevator in the fall.

M. L. Thomson operates the only elevator at Earlham, Ia. Its capacity is 6,000 bushels. There is no other regular dealer at Earlham.

McReynolds & Co., grain receivers and commission dealers, Chicago, have established an office at Des Moines, Ia., with W. G. Case as manager.

M. G. Lee & Co., of Davenport, Ia., recently made one sale of 200 tons of broom corn to Robert Findlay, of Stirling, Kan., at \$120 to \$150 per ton.

The Neola Elevator Co., of Chicago, will equip the C., M. & St. P. Elevator at Hedrick, Ia., with a gasoline engine and modern elevating appliances, with a view to reopening the house, which has stood idle for some time. C. J.

Hagan will be the local agent of the company.

W. F. Harris, of Williamsburg, Ia., recently installed a new process corn sheller and cleaner and other machinery bought of the E. H. Pease Mfg. Co.

J. S. Wright, of Steer & Wright, who operate the 3,000-bushel elevator at Braddyville, Ia., informs us that they may enlarge their elevator this season.

Readers will confer a favor by reporting to the Journal the condition of the growing crops and any new elevators to be built in their neighborhood.

G. L. Bosworth, of Manley, Ia., writes: I will build an elevator here this spring on the Iowa Central Railway, to take the place of the one burned Feb. 14.

J. W. Boggess has the contract for building the new elevator at Crystal Lake, Ia. He has purchased a complete outfit for same from the E. H. Pease Mfg. Co.

H. A. Vanschoiack, the popular vice-president of the Grain Dealers Union of Southwestern Iowa, may enlarge and improve his 10,000-bushel elevator at Elliott, Ia.

G. A. Stibbens, Coburg, Ia., writes: We are having a very cold, backward spring. We had quite a snow storm yesterday and it is snowing some today (April 4).

The B. A. Lockwood Grain Co., of Des Moines, Ia., has recently put in a suction fan of 1,000 bushels per hour capacity. This was furnished by the E. H. Pease Mfg. Co.

The contract for building the extension of the Iowa Central from Belmont to Algona, Ia., about 35 miles, has been awarded, and work will begin as soon as the weather permits.

G. W. Judd has bought the interest of C. D. Knapp in the Sidney Elevator Co., of Sidney, Ia., and is now managing the business. The company's elevator has storage room for 5,000 bushels.

Fire at Wright, Ia., March 28, spread from the depot building to the grain office of D. K. Unsicker, completely destroying it. The contents were saved. Insured. Mr. Unsicker will rebuild.

J. Cole & Co., of Blanchard, Ia., have improved their 12,000-bushel elevator and put in new foundation. They will put in a new gasoline engine in place of steam; also new sheller and cleaner.

P. Vandenoever, of Dexter, Minn., writes: "I have sold the undivided one-half of my elevator at McIntire, Ia., to E. E. Bulen, of this place, and the business will be run next season by Vandenoever & Bulen.

N. B. Updike, of Omaha, Neb., may build a 500,000-bushel transfer and storage elevator at Missouri Valley, Ia., to take care of his business from the F. E. & M. V. R. R. in Nebraska, and the S. C. & D. in Iowa.

Charles M. Boynton, of Creston, Ia., writes: Coats & Wilkinson have sold their elevator at Henderson, Ia., to H. K. Forsyth. Snapp, Reid & Co., of Carson, have bought out the South Branch Elevator Co., at Carson, Ia.

C. A. Brown, of Manilla, Ia., writes: You say grain trade news items are always welcome. They would be here too, as the weather has been such that no grain can be delivered by farmers, and therefore it is very dull. There is plenty of grain in the farmers' hands,

but they will not move it at present prices. These hard Republican times have fixed them so they do not have to sell.

The warehouse at McGregor, Ia., operated by the Spencer Grain Co., burst recently, and the 100 cars of wheat it contained flowed out upon the railroad tracks. All the grain had to be rehandled in order to repair the building.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published every Friday of the year, for two (\$2) dollars. Both are invaluable to the trades they represent. Try them.

Bingham & Johnston, of Estherville, Ia., write: The M. & St. L.'s Minneapolis-Omaha extension is expected to go through here this summer. Consequently there will be no new elevators or additions built here until it is known definitely where the road is going.

R. C. Jordan, who is now the Burlington, Ia., representative of J. F. Harris & Co., grain dealers of Chicago, was for ten days in the trenches before Santiago with the First Regiment Illinois Infantry. Mr. Jordan is troubled with malaria as the penalty of patriotism.

J. Auracher, of Shenandoah, Ia., will paint his three elevators and give each a thorough repairing this spring. He has an 8,000-bushel elevator at Bingham, a 6,000-bushel elevator at Summit and a 12,000-bushel elevator at Shenandoah.

W. A. Holdren has sold his 10,000-bushel elevator at Thornton, Ia., to John Inglebretson, formerly a farmer. M. F. Callanan will manage the business. The buyer will displace his horse power with a gasoline engine. Mr. Holdren will spend a couple of weeks in Chicago and seek a new location.

M. McFarlin, late manager and founder of the McFarlin Grain Co., has associated himself with W. L. Shepard, a banker of Des Moines, Ia., and both have bought the entire business of the Des Moines Elevator Co., hitherto owned jointly by the McFarlin Grain Co., and the B. A. Lockwood Grain Co. By the transaction Messrs. McFarlin and Shepard acquire elevators and cribs at Norwalk, Prole, Wick, St. Charles, Truro, New Virginia, Jamison, Osceola, Groveland, Van Wert, Decatur City, Saline and Cainsville on the Keokuk & Western, and at Tara, Clare, Pioneer, Gilmore and Callandar on the Rock Island. They also succeed to the property of the Des Moines Elevator Co. in Des Moines, on which the old plant of the company was destroyed in 1895. It is reached by the tracks of the Burlington, Keokuk & Western, Des Moines Union and Rock Island roads. Messrs. McFarlin and Shepard will at once commence the erection of an elevator on this property having a capacity of 150,000 bushels. Mr. McFarlin says: The McDonald Engineering Co., of Chicago, is making plans for an up-to-date transfer, cleaning, clipping and shelling plant. The building will be built with a view of making extensive additions to it in the near future. These additions will probably consist of an increase in the space for handling grain and a storage plant. We will require of the contractors that they complete the building by July 15. This elevator will be the center of our system along the

Keokuk & Western and Rock Island lines. We now have plants at all the desirable points on the former line, but it is probable that we will establish a number of additional stations along the Ruthven branch of the Rock Island, and that ultimately we will have stations at all points on the road. Our new elevator will not necessarily be devoted to the handling of our own business, but we will accept the business of other concerns, and in all probability it will be used very largely by other grain lines centering in this city. We will have connections with the C. R. I. & P., C. & G. W., C. B. & Q., C. M. & St. P., Wabash, also any road using the Des Moines Union for a terminal.

C. F. McCarty, vice president, has purchased the interest of M. McFarlin, secretary and manager, in the McFarlin Grain Co., of Des Moines, Ia., which operates elevators on the Des Moines, Northern & Western division of the C., M. & St. P. Railway. Lee Lockwood, who has been with the company for a number of years, will succeed Mr. McFarlin as treasurer and manager.

Colonel C. F. McCarthy, vice president of the McFarlin Grain Co., of Des Moines, Ia., has completed the purchase of two elevators on the Council Bluffs division of the C. M. & St. P. Railway, at Bagley and Coon Rapids. A number of cribs have also been purchased and negotiations are pending for the purchase of other elevators. The company intends to engage in the grain business at all the more important points between Madrid and Council Bluffs and Sioux City.

J. R. Harris, of Northboro, Ia., writes: The ground is covered with snow, with no prospect of better weather. Farmers are doing nothing. No spring seeding has been done, and none will be done for fifteen days. Roads are bad; no grain is moving, and do not look for any until after corn planting. If spring should be backward there will be no movement until after harvest. I think the bears will wake up some morning wishing they were on the bull side. I have not seen the outlook so bullish in five years. Wheat is surely damaged 40 per cent.

NORTHWEST.

A farmer's elevator is to be built at Nelsonville, S. D.

Mr. Atwood, of Erwin, S. D., will convert his warehouse into a grain elevator.

At Montrose, S. D., 100 farmers have arranged to build an elevator of 50,000 bushels capacity.

P. E. Davis has purchased a half interest in the elevator business of P. G. Williams, at Montrose, S. D.

The Farmers' Elevator Co. has been incorporated at Castlewood, S. D., with \$5,000 capital, by N. Stuart and others.

An elevator of 60,000 bushels capacity will be built in connection with a new flour mill at Milbank, S. D., by Minneapolis parties.

The Valley Spring Roller Co., of Valley Spring, S. D., recently installed a large size Excelsior Grain Separator and grader purchased of the E. H. Pease Mfg. Co.

Warner & Clifford, of Hazel, S. D., recently completed their new elevator, for which a complete set of elevating machinery was furnished by the E. H. Pease Mfg. Co., of Racine, Wis.

Application for elevator sites at Baltic and Coleman, S. D., has been made by the Lake Preston Milling Co. The company recently acquired an elevator at Bradley and another at Bryant.

The elevator of the Minneapolis & Northern Elevator Co., at Penn, N. D., was burned at six o'clock on the evening of March 18, together with 6,000 bushels of wheat and 1,000 bushels of flax. Loss, \$6,000.

The three-days' convention of the Interstate Grain Growers Association, at Fargo, N. D., was most successful. A large attendance listened with interest to the papers read by experiment station workers. An address by J. J. Hill, president of the Great Northern railroad, on the possibilities of the Oriental market for the grain of the northwest, was well received.

WISCONSIN.

Send us notices of contemplated business changes, new elevators and improvements.

H. L. Chase contemplates the construction of a 100,000-bushel cleaning house at Superior, Wis.

Milwaukee harbor contains 28 vessels loaded with corn, oats, wheat and rye, waiting the opening of navigation.

C. Burkhardt, of Burkhardt, Wis., writes: No elevators are being enlarged and no new ones are being built here.

Mr. Hall, of the Zenith Elevator Co., Duluth, is figuring on the erection of a cleaning elevator of 50,000 bushels capacity at West Superior, Wis.

C. C. Hall, with the assistance of Thomas Graynor, is operating the new Casco branch of the Kewawee Grain Co., of Kewawee, Wis. Hay and potatoes are also handled.

The contract for the foundation of the big steel elevator to be built at West Superior, Wis., by the Great Northern Railway, was awarded April 6, to Schmidt Bros., of West Superior.

Larson & Swanson, of Stockholm, Wis., have bought about 200,000 bushels of grain this season, and are expecting a largely increased business. They have buyers also at Pepin and Bay City.

Charles R. Lull, grain dealer and member of the Milwaukee Chamber of Commerce, was married recently to Miss Julia L. Mills, who has been employed in his office for several years as a stenographer.

R. C. Ogilvie, a well known lumberman, will build an elevator at Superior, Wis., of 100,000 bushels storage capacity, to do cleaning and mixing for the public. Dr. Ogilvie is now getting out the piling and timber. The trade at the head of the lakes welcomes this addition to the facilities for handling low grade wheat. The building will be erected near the Great Northern inspection yards.

Secretary W. J. Langson writes that the following officers of the Milwaukee Chamber of Commerce were elected April 3, for the ensuing year: Charles M. Cottrell, president; James A. Bryden, first vice-president; J. W. P. Lombard, second vice-president; W. J. Langson, secretary and treasurer; Frank D. Hinkley, inspector, and F. F. Clapp, chief weigher. Adolph L. Kern, O. Z. Bartlett, J. A. Perkins and S. G.

Courteen were elected directors; M. L. Jenks, E. J. Furlong, B. G. Ellsworth, John Burger and P. C. Kamm, board of arbitration, and John Foley, Jr., James McAlpine, Oscar Mohr, C. P. Jones and C. M. Paine, board of appeals. The committee of grain inspection and weighing will be appointed April 12.

INDIANA.

A power grain elevator is to be built at New Carlisle, Ind.

Indiana dealers propose to organize local divisions of the National Association.

A. S. Galbraith, of Burney, Ind., writes: We will enlarge our grain elevator.

An elevator is talked of at Englewood, Ind., to have a capacity of 10,000 bushels.

Mr. J. H. Holmes, of Portland, Ind., will erect an elevator of 15,000 bushels capacity.

Joseph A. Bohnert, of Jasper, Ind., will erect an elevator of 15,000 bushels capacity.

Cooper & Oddy have succeeded Cooper & Osterman, grain dealers at Indianapolis, Ind.

S. K. Todd, of Cayuga, Ind., states that wheat in his territory has been badly damaged.

W. W. Alder of Lafayette, Ind., will establish a branch of his grain business at Buffalo, N. Y.

McCray & Morrison, of Kentland, Ind., will build a 100,000-bushel elevator at Remington, Ind.

John Workman & Son write: J. O. Pate, of Switz City, Ind., has just completed a flouring mill and elevator.

The Noblesville Milling Co., of Noblesville, Ind., is erecting a steel storage tank system with a capacity of 200,000 bushels.

H. C. Silver, of Huntington, Ind., writes: A new elevator will be erected on the Wabash Railroad by the Shear Grain Co.

Lyons & Esson, of Brook, Ind., writes us: We will build and operate a 20,000-bushel elevator at Weishaar, in connection with our business here.

Charles O. Clark, Kimmell, Ind., writes: No new building will be erected; but my own building will be somewhat changed so as to admit of more rapid handling of grain.

A modern elevator has been built by W. J. Leiter at Rochester, Ind. The E. H. Pease Mfg. Co. furnished the outfit for this house, which included a No. 2 New Process Sheller and Cleaner.

H. C. Silver, of Huntington, Ind.: Wheat in this section of the country will be about a total failure. It is not putting out any sprouts as was expected some time ago, but is known to be entirely killed.

Shirk & Haskett, who recently bought the elevator at Hoover, Ind., are adding a new corn dump and will put in a gasoline engine or a new steam boiler. As yet they have not decided which will be better.

George Bridenbucher, of Indianapolis, writes: D. Z. Creitz, of Cambridge City, Ind., has purchased a grain house at New Lisbon, which he will remodel and convert into an elevator with the latest improvements. B. F. Rea has purchased an elevator at Bentonville, Ind., and will handle all kinds of grain, seeds and wool. I will continue to

handle the brokerage business at Indianapolis.

C. A. Augspurger & Co., of Berne, Ind., write: We intend to purchase a 20-h. p. engine, gas or steam, in the near future; but have little knowledge of gas engines, so that we hardly know in what we should invest, gas or steam.

W. E. Hurd, of Logansport, Ind., writes: Shirk & Haskett, who recently bought the elevator at Hoover's, are putting in a new corn dump and will add either a gasoline engine or a new steam boiler; they do not know which. I do not know of any new elevators in this part of the country that will be built this year.

The Churchill-White Grain Co. has plans prepared for a new cleaning and transfer elevator to be built at South Bend, Ind. It will contain all the latest improvements and have two 84,000-pound Fairbanks Hopper Scales, so that even a load of grain from the largest of the new cars can be weighed correctly at a single draft. Grain will be sold on South Bend weights and scales. The elevator will have a transfer capacity of 50 cars in eight hours and a storage capacity of 60,000 bushels. It is intended to add steel storage tanks to provide additional storage room as needed. The elevator will be equipped with Monitor Cleaners and Clippers, also corn shellers and cleaners. Wheat will be bought on the local market. The company will also build 12,000-bushel elevators at eight to ten stations between South Bend and Kankakee, and handle the grain from these elevators as well as from points farther west through its South Bend elevator.

NEW YORK.

Kindly send us notices of new firms, business changes and new elevators.

The New York Produce Exchange was the only one of the grain markets open on Good Friday. A wheat squeeze caused it.

Invaluable to the trades they represent, the Hay Trade Journal and the Grain Dealers Journal, both for \$2 if subscribed for at the same time. Don't miss this chance.

Complaints against the nuisance caused by the smell from grain-drying plants at Buffalo, N. Y., have been made to the health department, which is considering a proposition to regulate the drying of grain.

The A. A. Grinnell Co. has been incorporated at Oakfield, N. Y., to do a general commission business. Capital stock, \$25,000; incorporators, A. A. Grinnell, A. R. Avery and C. R. Avery, all of Oakfield. The company succeeds A. A. Grinnell, who has conducted an extensive produce, coal and lumber business, with grain and coal elevators and bean picking establishment.

Watkins & Anderson, grain commission, Buffalo, N. Y., write: Business with us has improved daily since the market has begun to advance. Quite a number of country dealers have been in our office, some of whom have claimed more or less damage has been done to the wheat crop in New York state; but none of them could say from any positive knowledge of their own or of the farming community. The fact of the matter is that no one knows at present (March 30), at least so far as our state is concerned, whether any

damage has been done, and will not until the snow is off the ground and warm weather prevails.

Proprietors of seventeen of the twenty-three elevators at Buffalo, N. Y., have thus far come into the new pool. Five of the remainder are haggling over the percentage allotted to them, and the other may not come in under any conditions. The price agreed upon is $\frac{1}{2}$ cent per bushel or $\frac{3}{4}$ of a cent less than heretofore.

CANADA.

The Myrtle Farmers' Elevator Co. has been incorporated at Myrtle, Man.

A grain elevator and mill is to be built at Churchbridge, Assa., by the farmers.

The Rosebank Farmers' Elevator Co. has been incorporated at Rosebank, Man.

A petition for the deepening of Goderich harbor has been presented by seventy millers of western Ontario.

Bids for the construction of a grain elevator at St. Johns, N. B., are being received by the Intercolonial Railway.

The growing of flaxseed is being promoted in the Northwest by a representative of the Dominion Oil Cloth Co., traveling among the farmers.

The Farmers' Union Elevator Co. has been incorporated at Rhineland, Man., with offices at Gretna. Capital stock, \$10,000; incorporators, D. Klassen and others.

An elevator of 25,000 bushels capacity is to be built in connection with a new mill at Headingley, Man., of which S. P. Hodgson of Lauder, Man., will be manager.

The elevator capacity of Manitoba and the Northwest, as reported in the annual of the Winnipeg Grain Exchange, is believed to be inaccurate and largely exaggerated.

Seed grain bonds given by farmers as security for their neighbors will be void after July 1, under the bill introduced by Dr. Douglas. No bondsmen will be required, each farmer being held responsible for his own seed loan.

Permanent standard grades of grain are again advocated for the Northwest, so as to establish the reputation of Manitoba wheat in the foreign markets. At present no one can tell what No. 1 hard is until after the grain movement has begun.

The Winnipeg Grain Exchange has memorialized the Dominion government that all grain from Manitoba and the Northwest territories passing Winnipeg to Fort William, or east thereof, be inspected at Winnipeg and warehoused at Fort William or other eastern terminal elevators on Winnipeg inspection.

Elevator charges are fixed by Dr. Douglas' bill as follows: Receiving, shipping and storing, one cent a bushel; cleaning in addition, if required by the shipper, half a cent. Storage for twenty days at the request of the shipper, half a cent, and half a cent additional for each additional thirty days' storage.

By their opposition to the granting of harbor privileges to the Buffalo elevator syndicate the members of the Montreal Corn Exchange are standing in their own light. The proposition of Mr. Connors is definite; and probably his syndicate would give Montreal the necessary elevator facilities much sooner than either the Government or the Harbor Commissioners.

The future of oats is a very interesting question just now for holders in this province and Ontario, as large quantities are held in the interior of both provinces, but it is believed that they are mostly in the hands of dealers, and therefore under better control than if they were in first hands.—Trade Bulletin, Montreal.

A great many dealers are carrying all the wheat they are able to, and some of it at higher figures than current values. It cannot be sold at present for export—even for May shipment—except at a loss, and only a very little of it can be taken off the market by shipping it eastward before the opening of lake navigation. Commercial, Winnipeg.

A general inspector of the grain trade of Manitoba and N. W. T., is provided for by the bill of Dr. Douglas. The inspector will investigate irregularities in weights, dockage, examine elevator and dealers' accounts and search elevators to discover grain unjustly retained. If any is retained the elevator proprietor is to be prosecuted for theft.

A bill to regulate the grain trade in the Northwest has been introduced in the Dominion Parliament by Dr. Douglas. Its provisions are numerous and comprehensive. Railways must either provide at their own expense adequate facilities for the receiving and shipping of grain, or allow private individuals to erect warehouses or grain chutes on railway property. No discrimination is permitted against elevators of less than standard capacity. Spurs not exceeding 300 yards in length must be built to elevators erected from necessity on other than railway property. No charge is to be made for the privilege of loading grain direct from a wagon to the car, unless the grain chute used is the property of a private individual, in which case the charge shall not exceed half a cent per bushel. Cars must be provided on demand, and one to each applicant, the excess being divided among the applicants in proportion to the amount of business they transact.

SOUTHWEST.

R. H. Ginner, successor to M. D. Tait & Co., at Hennessey, Okla., writes: W. T. Havard is building an elevator at Waukomis.

C. E. Poulter, of Beebe, Ark., writes: There are no elevators here, as all grain is shipped in, none to ship out. Only cotton, berries and fruit are shipped from this point.

Henry T. Arp, president of the Kansas, Oklahoma Central & Southwestern Railway Company, states that contracts will be let in a short time for sixty miles of the line, from Caney, Kan., to Bartlesville, I. T.

J. A. Millard, of Kildare, Okla., writes: The Kildare Elevator Co. has changed hands, J. A. Millard succeeding I. J. Poley as secretary and treasurer. Ponca City is to have a new 200-barrel flour mill, which will be built by G. O. Miller, Frank and John Kroutill.

J. C. Robb & Co., of Kingfisher, Okla., write: W. T. Havard Co., of Hennessey, are erecting a 20,000-bushel elevator at Waukomis, and also expect to build a 20,000-bushel elevator at Okarche. The Oklahoma Mill Co., of Kingfisher, is doubling its capacity. Blakely & Lowery, of Kingfisher, have sold their elevator to Geisecker & Pratt. J. C. Hill has leased the Farmers' Ele-

vator at Kingfisher and will operate it the coming season. We will enlarge our plant before a new crop.

William F. Warren, of Berwyn, I. T., writes: Suggs Bros., of this place, are talking of building an elevator this summer. Wm. F. Warren & Co., who succeed Fisher & Warren, will probably make improvements and provide better facilities for handling grain than they ever possessed before.

The Louisiana rice crop will be a large one on account of the acreage being increased to take the place of the sugar frozen Feb. 13. The crop is now being planted with an acreage at least 25 per cent. greater than the large one of last year, and the crop promises to be the largest in the history of the state.

Wm. F. Warren, of Berwyn, I. T., writes: Prospects are good for the oat crop this season. Wheat is considerably damaged by cold and dry weather. J. R. Pennington & Co. and Wm. F. Warren & Co. have shipped considerable corn and oats this winter and have about ten to eleven cars of corn and some oats still on hand.

MINNESOTA.

A farmers' elevator is to be built at Boyd, Minn.

Farmers contemplate building an elevator at Hermann, Minn.

The new farmers' elevator at Sauk Center, Minn., has been opened.

Subscriptions are being taken for a proposed farmers' elevator at Rices, Minn.

The Peavey Elevator Co. has closed its house at Lafayette, Minn., for the season.

S. G. Neidhart of Minneapolis, has the contract to clean 15,000 bushels of scorched wheat.

An elevator of 10,000 bushels capacity will be built by the Gran Mill Co., at Belle Plain, Minn.

The plan to remove the Minneapolis Chamber of Commerce is opposed by some of the grain men.

Spencer Kellogg, of Buffalo, N. Y., has not dropped his plan to build a flaxseed elevator at Duluth, Minn.

The construction of an elevator at Paynesville, Minn., is contemplated by the Merchants & Farmers Elevator Co.

An extension from St. Paul to Duluth, Minn., is being surveyed by the Chicago, Milwaukee & St. Paul railway.

The Farmers' Mercantile & Elevator Co. has been organized at Georgetown, Minn., with R. Hutchinson as president.

Faragher Bros. & Ubeling, Adrain, Minn.: Snow plenty on the ground yet (April 3.) No sign of seeding before April 15.

Depue Bros., who are putting in a lumber yard at Holloway, Minn., will build an elevator in time to handle the next crop.

The Andrews & Gage Elevator Co., of Battle Lake, Minn., will build a brick addition to its elevator, to be used as an engine room.

Readers will confer a favor by sending us the grain trade news of their vicinity, reporting new elevators, new firms and business changes.

Deliveries of Duluth May wheat probably will be heavy on the first day of that month, as it is quite certain that navigation on Lake Superior will not open until after May 10, and the holders of the grain will not be able to move

it out before the 10 days' free storage expires.

The wife of G. W. Van Dusen and mother of F. C. Van Dusen, of the Van Dusen-Harrington Co., Minneapolis, died April 3, after a long illness.

L. Schnell, of St. Charles, Minn., writes: I don't think that any elevators will be built here this year. We have five here, which is two more than is needed.

N. K. Simmons & Co., of Red Wing, Minn., writes: No new firms will enter the business, and no new elevators will be built in our district, to our knowledge.

Faragher Bros. & Ubeling, Adrian, Minn., write: No new elevator and no new firms are being started at this place that we know of. Might improve some by painting them.

Reduced rates on wheat and flax from southwestern Minnesota to Duluth have been granted by the railroads, effective April 10. The new rate is one-half to two cents less than the old.

The bill forbidding consignees making switching charges on grain unless they actually pay such charges, has been recommended by the railroad committee of the Minnesota house.

Work is being pushed on the new elevator of the Bay State Milling Co., at Winona, Minn. The laying of the foundation was expedited by the use of steam to thaw the frozen ground.

Frank S. Tenney, formerly of Greenleaf & Tenney, grain commission dealers at Minneapolis, has filed a petition in bankruptcy at Chicago, scheduling \$132,000 liabilities and no assets.

Walter Parks, of Airlie, Minn., writes: There is practically no flax or barley left in the country, and but little wheat; a few oats and some corn. Stock as a general thing looks well.

E. S. Woodworth & Co., grain receivers at Minneapolis, Minn., will build an elevator to cost \$10,000. The building will take the place of the Woodworth elevator destroyed by fire early this year.

Walter Parks, of Airlie, Minn., writes: I am told that a site has been granted for an elevator at Holland on the Great Northern Railway in this county. Work will commence about May 1.

An elevator in which to store and handle flaxseed and barley is to be constructed at Duluth, Minn., by The Albert Dickinson Co., of Chicago, and the O'Neil Grain Co. The site has been purchased.

A stock company is being formed at Adrian, Minn., to build a grain elevator. The capital stock will be \$1,000. A number of prominent farmers and business men are pushing the movement along.

G. D. Schroeder, agent Gapp, Ellis & Co., Mountain Lake, Minn., writes: Hiebert Bros., the independent grain dealers of this place, intend building a steel tank next summer, of about 50,000 bushels capacity.

James Kelley, senior member of the firm of Kelley & Ryan, grain dealers and proprietors of the Omaha Elevator at Luverne, Minn., on the afternoon of March 30 discovered that the tank which supplied the gasoline to the engine was leaking. He went looking for the leak with a lighted match. The physician who is attending Mr. Kelley states that although his face is badly burned his eyesight is not affected. The flesh

peeled from his hands nearly to the bone. The oil tank was wrecked by the explosion.

Walter Parks, of Airlie, Minn., writes: It is pretty early to tell just what will be done the coming season, as much depends upon the crops, prices, etc. I expect to put up an elevator near this place the coming season if everything is favorable; the exact location I am not prepared to say.

F. A. Paterson, of Fairmont, Minn., writes: Quite a number of elevators will be built in this county this fall. Two railroads are to be built through this county this spring, and three or four small stations will be located. The right of way has been bought and work will be commenced as soon as the frost is out of the ground.

A bill introduced in the Minnesota legislature by McCollum limits the charges which railroads may make for the transportation of grain to Minneapolis, St. Paul or Duluth. For the transportation of wheat, flax seed, potatoes, corn, barley, oats and other grains, the charge per 100 pounds is 5 cents for the fifty miles, and then increases 1 cent per twenty-five miles, until a haul of 475 to 500 miles creates a charge of 16 cents per 100 pounds.

Duluth elevators have in store 19,630,000 bushels of grain, of which 10,165,000 bushels are wheat, 5,516,000 corn, 2,071,000 oats, 299,000 rye, 471,000 barley, and 1,108,000 flax. Room remains for 500,000 bushels more, but this room is reserved for expected arrivals. The nearest approach Duluth and Superior elevators were to being full, hitherto, was in 1893, when they contained over 16,000,000 bushels, mostly wheat.

The board of appeals bill, which has been recommended for passage by the Minnesota grain and warehouse committee, provides that six members appointed by the governor shall constitute the board; one of them to be a farmer, one a grain handler and one a commission man. The board is to meet not later than September in each year to establish grades for the crop. All disputes arising over the inspection of grain will be settled by the board.

The grain and warehouse committee of the Minnesota house has recommended for passage the bill providing for the lease of the elevator site owned by the state at Duluth to the Grain Growers' Co-operative Association, which agrees to construct an elevator of not less than 400,000 bushels capacity within three years. Plowman's bill for a state elevator was indefinitely postponed, as was also Riley's bill for the taking of samples at all terminal points.

Joseph Leiter was taxed \$5,000 by the county assessor on a large quantity of wheat which he had stored in elevators at Minneapolis a year ago. Several requests to pay were made by letter, but elicited no reply. Recently the county auditor called on Mr. Leiter at Chicago. He was pleasantly received, Mr. Leiter announcing that he would settle the account as soon as he could get around to it in the ordinary course of business. He will pay the amount at once. It seems rather ungrateful of the Northwest thus to tax a man who has enriched its producers by several millions.



"WESTERN" WAREHOUSE SHELLER.

UNION IRON WORKS

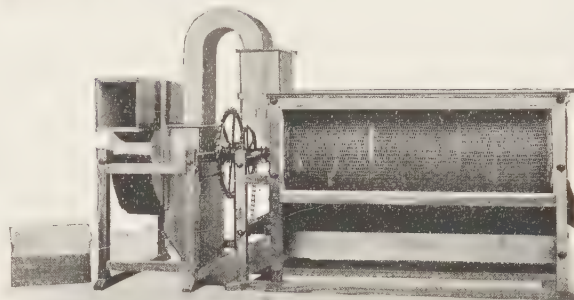
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WILL BURN.
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THEN YOU
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Appraising and
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Elevators

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is our business.

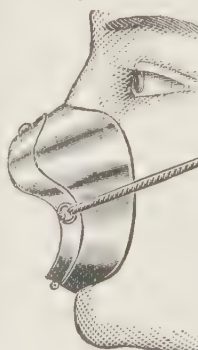
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Table of Legal Weights.

THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts. For sale by

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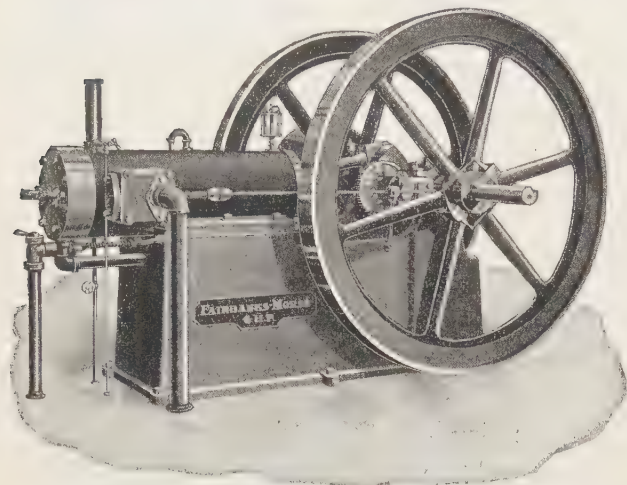
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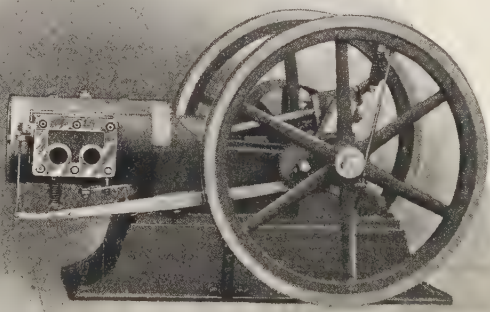
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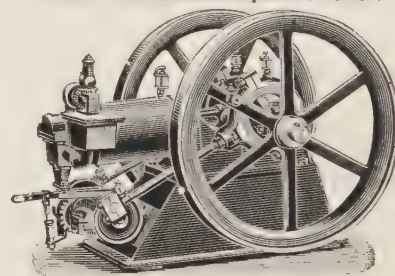
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Grain Dealers Journal

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THESE TABLES show the number of bushels in any amount of grain which can be weighed in large hopper scales. No figuring is required. The tables are well printed on strong heavy paper, and so arranged that anyone can readily find the number of bushels in any amount. The tables are printed on only one side of each leaf. Each leaf is notched at right hand margin and the range of the weights on it shown in heavy faced type on margin. The tables are arranged in eleven columns on each right hand page. The first column contains the weights in thousands and hundreds of pounds, from 20,000 to 70,000 pounds. The second column shows the number of bushels in these even hundred weights of grain; the third column shows the number of bushels in the even hundred weights plus ten pounds; the fourth column plus twenty pounds; the fifth column plus thirty pounds, etc.

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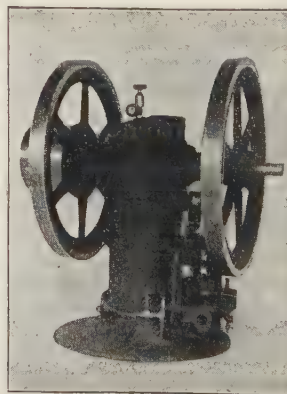
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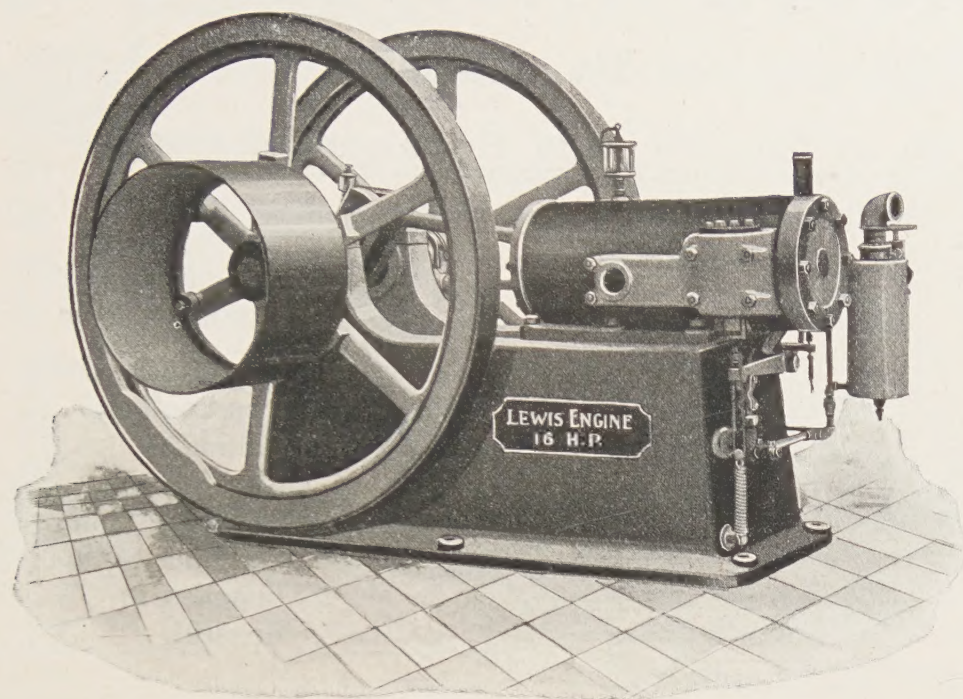
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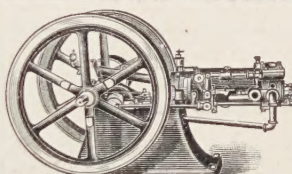
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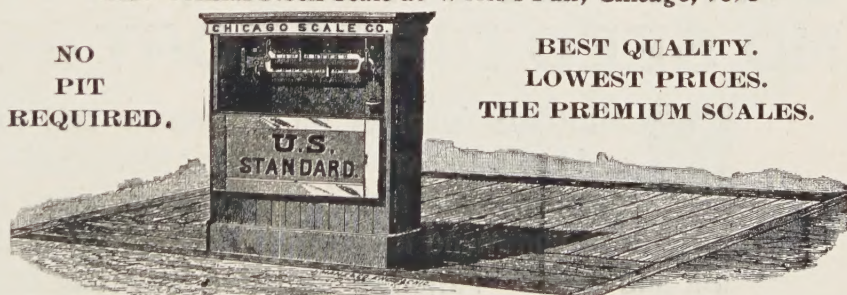
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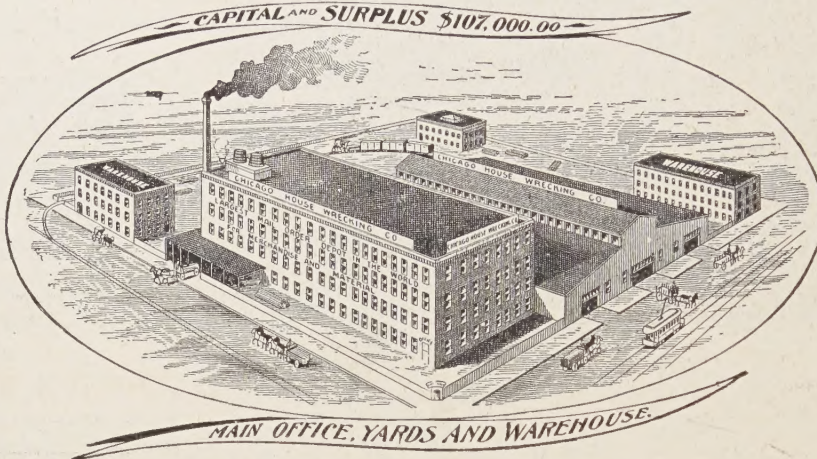
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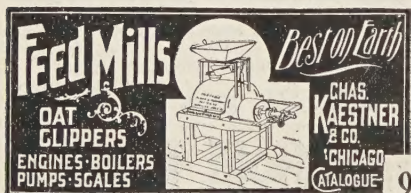


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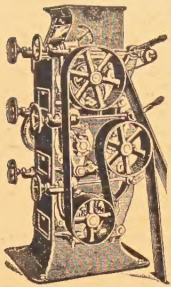
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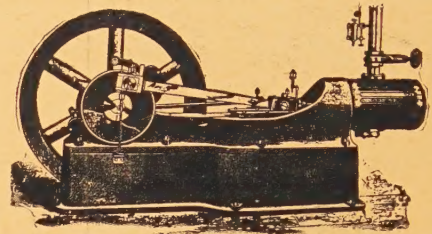
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